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Journal Cover Photo

The Chicago, Milwaukee, St. Paul & Pacific Commuter train leaving Elgin, Illinois for Chicago provides the Journal Cover this month.

POSTMASTER'S NOTE: Please report all undeliverable magazines to The Signalman's Journal, 2247 Lawrence Ave., Chicago, Ill. 60625 on Form 3579. ADDRESS CHANGE: B. of R.S. members or other subscribers should promptly advise the editorial office, 2247 Lawrence Ave., Chicago, Ill. 60625 if this magazine is coming incorrectly addressed or if they change their address. A Change of Address Form is printed in each issue for that purpose.

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A Message From President C.J. Chamberlain

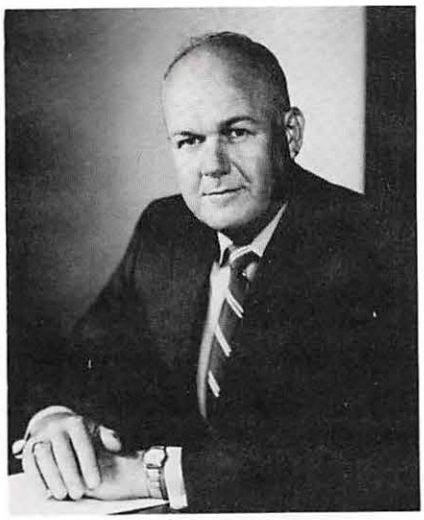
THE CLOCK IS RUNNING and the moment of truth is fast approaching as we reach the crucial stages in our wage and fringe benefit negotiations. March 5 is the date that has been set for a strike against the nation's railroads, and unless the President of the United States intervenes and appoints an Emergency Board, the strike will be on and the members of our Brotherhood will be called on to do their part in our endeavors to secure a satisfactory agreement.

If the President does intervene and an Emergency Board is appointed, we will be ready to tell our story, as we have been preparing for some time and as our members well know, we have quite a story to tell.

It seems that the representatives of railroad management will never learn the definition of the word negotiate, and once again they are relying on some sort of government intervention to bail them out.

Since January 7, 1971, we have not met with the National Railway Labor Conference Committee on one occasion, which in itself is proof positive that they never have any intention or desire to negotiate seriously. It is only when we set a strike date which starts the clock running that we can expect some action, and then it comes from the governmental level.

If the strike date is postponed because of the appointment of an Emergency Board, under the provisions of the Railway Labor Act, it will result in a further delay of sixty days. Thirty in which the Board must meet, hear the dispute and make its recommendations, and thirty days thereafter in which we must maintain a status quo.



We certainly hope that the recommendations of an Emergency Board, if one is appointed, will provide a basis for a satisfactory settlement of all of the issues in our wage and fringe benefit notices, as it is our fervent desire to reach an agreement through the collective bargaining process. However, if it does not, a new strike date will be set and we will use our economic strength to bring about a satisfactory settlement of our dispute.

We regret the delays we have encountered in the progressing of our wage and fringe benefit notices and we can readily understand why our members' patience is completely exhausted. While we have every reason and justification for our emotions to run high, we must follow the provisions of the law as irresponsible action never accomplishes anything, it only serves to disrupt and confuse the issues and leads to a breakdown of our governmental processes.

On February 13, 1971, the General Chairmen of the Brotherhood of Railroad Signalmen convened in Chicago and we gave them a detained report of the status of our case. We advised our General Chairmen of the progress made in the negotiations to date and also that it was our firm belief and conviction that we can gain our objections by a determined, unified effort. They responded by unanimously adopting a resolution supporting Grand Lodge and the Negotiating Committee's handling of our case.

The ultimate settlement of our dispute will require ratification of the agreement by our General Chairmen in accordance with the provisions of our Constitution. We are fully cognizant of our membership's desires and needs and we will not submit any proposed agreement to our General Chairmen for ratification unless it meets those specifications.

The clock is running and the near future will see a settlement of our dispute by one means or another. It is up to the carriers to decide the course in which a settlement will be achieved. We are prepared to go any route and we are confident of our position because the facts and right are on our side.

Strike Scene As We Go To Press

On Thursday, March 4, President Nixon appointed an Emergency Board to investigate dispute between the Brotherhood of Railroad Signalmen and the Railroads represented by the National Railway Labor Conference Committee.

The strike date is postponed while the Board hears testimony by both parties on the dispute and reports its recommendations to the President of the United States.

AFL-CIO Joins Fight

Rail Labor Push For Selective Rail Strike Law

THE RLEA AND ALL RAIL labor unions were joined by the AFL-CIO in a fight for passage of legislation that will permit them to strike one or a few carriers at a time.

At the direction of George Meany, AFL-CIO president, the federation's legal department was assigned to work with the organizations attorneys in writing the bill.

Mr. Meany also directed the federation's legislative department, headed by Andrew J. Biemiller, to lobby for the legislation in an attempt to get fast congressional action.

The legislation H.R. 3595 was sponsored in the House by Reps. Robert Eckhardt (D., Tex.) and Torbert MacDonald (D., Mass.).

The bill was referred to the House Interstate and Foreign Commerce Committee, chairmaned by Rep. Harley O. Staggers (D., W. Va.).

The proposed legislation would amend the Railway Labor Act passed in 1926.

The bill introduced by Mr. Staggers would authorize selective strikes against one or a few railroads. This would avoid the cry of "national emergency" that is always raised against national strikes.

In selective strikes under H.R. 3595, employes would strike not more than three carriers in each of the three regions, (Eastern, Western, and Southeastern), representing in total not over 40 percent of the rail traffic in each region.

The carriers and employes would be required to haul all freight and/or passengers whose transport was rated essential by the government.

It would prohibit lockouts by the railroads.

The bill would also prohibit the railroads from putting their counterproposals to union demands into effect.

The legislation introduced by the unions is a plan for "permanent legislation," in contrast with so-called one-shot laws Congress has enacted to remove a crisis in railroad negotiations or end a strike, and is tied in with the RLEA's vehement opposition to President Nixon's program.

The members of the House Interstate and Foreign Commerce Committee will be most influential in determining the fate of this legislation. It is strongly urged that every member of the Brotherhood of Railroad Signalmen write or wire the members of this key committee requesting their support of H.R. 3595 and ask them to bring it out onto the floor of the House of Representatives for a vote at the earliest opportunity.

We should also make known our opposition to President Nixon's "Emergency Public Interest Protection Act," legislation.

When writing or wiring your congressman requesting him to vote for H.R. 3595 include your address so your congressman can reply.

President Proposes Anti-Strike Legislation

PRESIDENT NIXON HAS AGAIN PROPOSED FAR-REACHING legislation designed to provide means of dealing with national emergency disputes in the transportation industry.

The Emergency Public Interest Protection Act—first proposed last February to the 91st Congress—would give the President "vital new authority" to deal with such disputes in the railroad, airline, maritime, longshore and trucking industries.

Two of the key provisions of the proposal are that it would:

—Abolish the emergency strike provisions of the Railway Labor Act, which now govern railroad and airline disputes, and make all transportation industries subject to the national emergency provisions of the Taft-Hartley Act.

—Amend Taft-Hartley to give the President three new options for dealing with national emergency disputes in transportation when such disputes are not settled within the 80-day "cooling-off period" authorized by that law.

Under those circumstances, if a strike or lockout should threaten or occur and the national health or safety be considered endangered, the President could select any one of these options:

First, he could extend the cooling-off period for up to 30 days. "This might be most useful," Mr. Nixon said, "if the President believed the dispute to be very close to settlement."

Second, he could empanel a special board to determine if partial operation were feasible and, if so, to set out the boundaries for such an operation. "This alternative," he said, "would allow a partial strike or lockout without endangering the national health or safety."

Third, he could invoke a "final offer selection" alternative. Under this procedure, the final offers of each party would be submitted to a neutral panel, which would select, without alteration, the "most reasonable" of these offers as the final and binding contract to settle the dispute.

"Unlike arbitration, which too often merely splits the difference between the parties, and thereby encourages them to persist in unreasonable positions," the President said, "this procedure would reward reasonableness and thereby facilitate negotiation and settlement."

Strike Plans Finalized

General Chairmen Meet In Chicago

GENERAL CHAIRMEN from all over the United States responded to a call from President C. J. Chamberlain to meet in Chicago on Saturday, February 13.

The call was to report on the status of the signalmen's wage negotiations to date and to finalize strike plans. When the strike date, March 5, was set by the Grand Executive Council action on many fronts commenced.

President Chamberlain gave the general chairmen assembled at the Pick-Congress Hotel a detailed analysis of what had transpired to date.

He said that each general chairman has a definite role and responsibility in obtaining a substantial, satisfactory agreement on behalf of our members.

He stated that in reaching our objective in this round of negotiations the Signalmen's Negotiating Committee, and the general chairmen must exercise good judgment, assume a realistic attitude, and above all, display a determined and unified effort.

We must let every one know that the Brotherhood of Railroad Signalmen is a responsible labor organization that is truly representative of and responsive to its membership's needs, he said.

In reporting on the several weeks of bargaining under the jurisdiction of the National Mediation Board, President Chamberlain said, the carriers last — but still tentative offer — was most disappointing and could not be accepted as we were too far apart.

He reported how the National Mediation Board's Chairman, Mr. George Ives, had made a definite effort to assist the signalmen in reaching an agreement with the carrier's committee.

The action that had taken place between the time the Mediation Board terminated its services and the general chairmen's meeting was discussed.

He stated that once the countdown on our March 5 strike date commenced, our officers had to begin preparations for any type of situation. There are many possibilities that can develop after a strike date is set and we must be properly prepared for all of them.

Because of the climate that now exists in Washington, D.C. it is impossible to judge how the Administration will handle our dispute. President Nixon has unveiled his Emergency Public Interest Protection Act again, after failure of passage by the 91st Congress. This bill is explained elsewhere in the Journal. The President wants a law to empower him to end strikes in the railroad and transportation industry with new "cooling off" periods and forced back-to-work action during bargaining. Passage of this legislation in time to avert a signalmen strike is remote at this writing.

Another possibility open to President Nixon is the appointment of an Emergency Board under Section 10 of the Railway Labor Act. The Emergency Board can be appointed at any time on or before our March 5 strike date. President Chamberlain told the general chairmen that as of February 12, there was no indication that the Administration would appoint an Emergency Board.

Most of the Brotherhood's General Chairmen answered roll call on Saturday, February 13, when President Chamberlain called the meeting to order at 9:00 a.m. The meeting at the Pick-Congress Hotel, Chicago, Illinois was called by the Grand Executive Council to report on the status of wage negotiations.

He did remind them that if an Emergency Board is appointed, the strike date will be postponed while the Board investigates the dispute. Under the Railway Labor Act, the Emergency Board is granted a period of 30 days to hear the dispute and make its report to the President of the United States. In addition, neither party can take action for a 30 day period following the date the report is made to the President of the United States.

He told the general chairmen that Grand Lodge Headquarters was preparing statements and exhibits at this time in order to have a properly prepared case to present to an Emergency Board, if one is appointed.

There was a remote possibility, President Chamberlain then said, that the Administration would take a hands off policy and allow the signalmen to strike the Nation's railroads on March 5.

Grand Lodge Headquarters had strike signs printed and Secretary-Treasurer Bates has filled all requests for strike signs to date.

The general chairmen were told that strike preparations should be completed and now is the time every member becomes a part of our wage negotiating committee. If we are to conduct a successful strike the complete support of every member of our Brotherhood is needed.

Most general chairmen reported that the local chairmen and strike captains were fully prepared to conduct a most effective strike if and when it becomes necessary.

President Chamberlain warned all that in the event an Emergency Board is appointed our strike date would be postponed and the strike signs and instructions notice should be held.

The Emergency Board's recommendations are non-binding and if they are not acceptable to either party it may be necessary to set another strike date at the end of the 60 day period.

The session was open to questions from the floor and most questions were directed to President Chamberlain, Secretary-Treasurer Bates or Attorney Don Bennett.

Final action taken by the general chairmen was the unanimous approval of a motion submitted by General Chairman R. R. Van Vacter of the Santa Fe. The motion was as follows:

"Be it resolved that: This body of General Chairmen of the Brotherhood of Railroad Signalmen here assembled pledge full support to Grand Lodge in their forthcoming battle to secure for our signalmen a satisfactory wage and fringe benefit contract."

Let's get the country back on the rails!

(Reprinted with permission from The Ottawa Journal)

THIS IS AN EDITORIAL IN FAVOR OF TRAINS. AND IN CRITicism of the very successful and deliberate efforts of the Canadian National and the Canadian Pacific to make trains so shoddy and inefficient that the Canadian public is being forced to drive bumper to bumper on crowded highways or commit itself to the efficient but frantic pace of air travel.

A train trip used to be a joy. Trains ran on schedules that met the public's desire; one could make connections without waiting half a day; the seats and bunks were clean, the porters and conductors were agreeable and helpful, meals were served, not hurled, and the waiters didn't start closing the place an hour before arrival so they could wash their dishes and be first off, and the clerks in the offices did not regard an effort to purchase tickets as an intrusion.

But that's nostalgia. There's more than nostalgia to our wish for a return of a decent train service. The country is going to tie itself into channels of hurtling confusion, ill temper and economic unreason if we let the trains go.

In France to widen their highways they're having to cut down those lovely avenues of trees that for centuries have given character to the French countryside. Their airways too are in some areas approaching danger densities. But in France they are rediscovering trains. In an article on France in the latest Manchester Guardian, Nesta Roberts mentions a train trip this way:

It was easier to think beautiful thoughts like that, because the train in which I was scudding towards Lyon, smooth and level as if over ice, was one of our cracks, the Lyonnais, sister to the Mistral, which goes on farther south. France has realized that, with bigger and bigger aircraft, taking more and more people faster and faster, to airports farther and farther away from anywhere they may possibly want to be, it is the railways which are going to supply the luxury travel of the near future. The Lyonnais gets one from city to city in three hours and 45 minutes flat, and in superb comfort, with air conditioning, and seats shaped to the human frame, and Perspex doors in the corridors, that open at your approach, so that you do not risk dislocating a shoulder heaving at them.

If you are a businessman or woman working to a tight schedule, you can dictate your letters on board or get your hair done. The restaurant car offers relatively lush, and very ample meals, but there is provision also for the more frugal. A buffet serves decent cold cuts, with salads and fresh fruit, quickly and pleasantly. You can buy books and tobacco, and presents for those you have left behind, or are going to meet. True, they do play music at you while waiting in stations — at the moment of writing, on the return journey, it is "Londonderry Air"—but at least there is in every compartment a button which enables you to tone it down, which is more than can be said for any aircraft in which I have yet traveled.

All right, the computer men with their hard eyes will now rise and say train travel has been proven unpopular for people don't use it. Statistics of the last decade do prove that the use of trains fell off. But the novelty of air travel is going to wear off when we all have to pile into flying hotels and when the drive from town to airport will be the longest part of the journey. And the automobiles now breeding like rabbits are very soon going to make highway travel like trying to outrun a conveyor belt Charlie Chaplin style, seeing nothing, enjoying nothing and going like a bat in hell.

Don't tear up those tracks, oh ye wise fools; don't sell out those right-of-ways to make room for more highways; don't ruin this lovely land of ours as though we were all idiots in too much of a hurry to live.

Office of the

SECRETARY-TREASURER

Railroad Retirement Wives' Annuities

IN ADDITION TO THE REGULAR and supplemental annuities paid to retired employes, annuities can also be paid to their wives (and to the *dependent* husbands of retired female employes).

The following questions are frequently asked about these wives' annuities; the answers will be of interest to married employes.

1. *At what age can the wife of an employe annuitant qualify?*

First, the employe must be at least age 65 and receiving an annuity. Then, the wife can receive a full benefit at age 65, or a reduced benefit at ages 62-64. However, if she is caring for a minor or disabled child whose disability began before age 18, she can receive an annuity at any age.

2. *Must the employe and wife be living together?*

Ordinarily yes, but this is not required if, on the date she files her application, the wife is receiving regular contributions from her husband for her support. After that date, living together is not a requirement for payment of the wife's annuity.

3. *Are the employe and wife required to be married a certain length of time?*

Normally, they must be married at least one year, but this is not required if the wife is the mother of her husband's natural child, or, if just before the marriage, she was eligible for a widow's, parent's, or disabled child's annuity.

4. *Does the wife have to stop working?*

She cannot work for a railroad and must give up any job (other than self-employment) that she has just before her annuity begins. However, after her annuity starts, she can go to work for a different employer as long as the employer is not a railroad.

5. *How is a wife's annuity computed?*

Her annuity is equal to half of her husband's employe annuity, before any reductions in his annuity such as those for early retirement. However, she cannot receive more than $138 a month under current law. Also, if the wife chooses an early retirement at ages 62, 63, or 64, her benefit will be reduced. The reduction is 1/180th for each month (1/15th for each year) she is under age 65 when her annuity begins.

6. *If a wife receives a social security benefit on the basis of her own earnings or her husband's social security earnings, would she still be able to receive a railroad retirement wife's annuity?*

Yes, but the amount will be somewhat less. In this connection, if the wife starts to receive a social security benefit sometime after her railroad retirement wife's annuity begins, she is required to notify the Board at once in order to avoid any overpayments which may be a hardship for her to repay.

7. *If a retired employe returns to railroad work and his annuity consequently stops, will his wife's annuity also stop?*

Yes, a wife's annuity is not payable for any month in which her husband's annuity is not payable.

8. *When does payment of a wife's annuity end?*

It would end upon the death of either the husband or wife or upon divorce, or, if the wife's annuity was awarded on the basis of her caring for a child, when she no longer has such a child in her care. However, in the last case, her annuity could begin again when she attains age 62.

9. *When a wife's annuity ends because her husband dies, is the widow automatically eligible for a widow's annuity from the Board?*

Not necessarily. The employe must have been properly insured at death for her to be eligible for a widow's benefit. If the deceased husband had worked 10 or more years in the railroad industry and such work had ended on or shortly before his retirement, a widow's annuity will generally be paid by the Board. If he had left the industry sometime before retirement, benefits will ordinarily be paid by social security. While a widow's benefit can be paid by only one of the two agencies, it is based on both the railroad and social security earnings of the deceased.

10. *Can the husband of a woman*

(cont'd. on next page)

Yearly Cards Now Available

Special Yearly Cards, for those members who find it convenient to pay their B. of R. S. dues by the year in advance, are now available, Secretary-Treasurer R. T. Bates announced.

Members desiring one of the Yearly Cards should remit their dues for the year 1971 to the financial secretary of their local. The secretary will then report the per capita tax to Grand Lodge and the Yearly Card will be printed with the member's name and returned to the local secretary.

Yearly Cards will be available until March 31, 1971. After that time no more orders will be taken.

You can't lose if you purchase a Yearly Card because dues paid in advance will be returned if the member becomes eligible for a refund due to sickness, furlough, or termination of service. However, you can help lighten the load on your secretary and guarantee yourself good standing in the brotherhood for an entire year by purchasing one of the Yearly Cards.

Who Is The Union?

(From the West Virginia Letter Carrier)
By: George E. Smith
Rural Director
President, Local 3677 Weirton

DID YOU EVER HEAR A FELLOW WORKER SAY: "THE UNION don't do anything for you"? Man, does that ever drive me up a wall. Maybe you've heard it this way: "Why don't the Union do something?" My gut reaction is to hang them with a mail strap, but, of course, that is considered unacceptable practice. (I probably wouldn't get away with it.) After rationalizing for awhile, I find myself more able to deal with this person in a less hostile manner.

I often start by asking what he thinks a union is. I get various vague, and unintelligent retorts to this question. Most of these gripers seem to believe that "The Union" is some magical outside agency, that they have hired with their meager monthly dues, which looks after them, and does all sorts of wonderful things to make them happy; besides getting big pay raises with many fringe benefits, and improving working conditions enormously, the "Agency" is expected to have most of the dues money left over to throw a party, which will probably be the only meeting these big mouths will attend.

I tell them: "The Union is you and me, and the man next to you, and the man next to him." Together we are "The Union." Nobody is doing things for us; we must do it ourselves. Together we can do most anything, but, if you don't help, the rest of us won't be able to do your share. You don't come to meetings, you don't introduce any proposals, you don't vote on any issues, you don't go to training sessions, you don't serve on committees, you don't hold office, you complain about the dues, you expect your officers and representatives to be at your beck and call, night and day, and without pay, and yet you have the nerve to criticize "The Union". If all of that nerve were applied positively to furthering the cause of unionism, I would say right on, but unfortunately the opposite is true.

If you don't like what "The Union" is doing, you are going to have to change it; if you think "The Union" is not doing enough, you are going to have to do more. Unions depend upon the quality of their membership. Unions need workers; unions need money. If you are not willing to do the work, you should at least be willing to spend the money, if you want to improve your lot. It would be nice if we actually could hire an outside agency for the price of two or three dollars a month to do everything for us, but that is a fantasy. If we are going to deal effectively with management at any level, we are going to have to put more into the effort than negative remarks. We are going to have to do everything we can.

The people who read this and say to themselves: I know some of those people, don't need to read this, because they already know what a union is. The people who read this because they really don't know who "The Union" is, and thought this article would tell them, are the people I'm talking to. I've already told you who it is, but I like to repeat it. "The Union", is you; it is all of us, and if there is something wrong with "The Union", it is very likely because there is something wrong with you. Do some work, spend some money, think union, be unionist, and "The Union" will be doing something.

New Supplemental Tax Rate

THE RAILROAD RETIREment Board, under Section 3221 (c) of the Railroad Retirement Tax Act, determines the man-hour supplemental railroad retirement tax rate needed to pay supplemental annuities and administrative cost for each calendar quarter.

The board has determined that for the quarter beginning January 1, 1971, the tax rate shall be six (6) cents per man-hour. This supplemental annuity tax is paid entirely by the employer.

General secretaries and financial secretaries should make their remittance to Secretary-Treasurer Bates for supplemental annuity tax at this rate commencing with the first quarter 1971.

The Journal will print rate changes for subsequent quarters if any occur.

R.R. Wives' Annuities

(cont'd from preceding page)

railroad retirement annuitant qualify for an annuity?

Yes, if he is dependent on his wife for more than half of his support at the time her employe annuity begins. Support can be in the form of regular contributions in kind or services as well as cash. However, the dependent husband's annuity cannot begin until both employe and husband meet the age requirements; that is, she must be 65 years old, and he must be at least 62.

RRB To Pay Unemployment Benefits For Dec. 10

The Railroad Retirement Board informed the Signalman's Journal that employes off work solely because of the railroad strike on December 10 may register for unemployment benefits at any time up to the end of March 31, 1971.

A special form will be used in registering for these benefits in most cases. Registration for these unemployment benefits may be made at any location which ordinarily receives application for unemployment benefits.

Every member is urged to apply for these benefits as soon as possible to avoid the loss of such benefits.

By SIDNEY MARGOLIUS, for The Signalman's Journal

THERE ARE IMPORTANT changes in the tax rules this year which you ought to know about before you send in your return on 1970 income due April 15. These changes especially affect low-income and part-time workers, including any of your children who may have worked part time. They can have up to $1,725 in income without owing any taxes.

You should see that your child files a tax return if he worked part-time, in order to recover federal income taxes if they were deducted from his pay.

But in addition to part-time workers, many low and moderate-income families with several children will not owe any federal income tax this year, and may be eligible for refunds, because of a special "low-income allowance."

On your return for 1970 income, you have a choice of three ways to take deductions:

—You can itemize deductions.

—Or you can take a blanket deduction of 10 percent of your adjusted gross income up to $1,000 ($500 on the separate return of a married person).

—Or you can use the optional tax tables to take a minimum standard deduction which now includes an additional allowance for low-income taxpayers.

The new minimum standard deduction is the total of two amounts: a "basic allowance" and an "additional allowance." The *basic* allowance consists of $200 for each taxpayer plus $100 for each exemption on his return. The *additional* allowance, designed to help low-income taxpayers, is $900 minus $100 multiplied by the number of exemptions.

Note that these two allowances always add up to $1,100. For a single person who has only himself as an exemption, the basic allowance is $300 and the additional allowance, $800. For a couple the basic allowance is $400 and the additional allowance $700, and so on.

Now if you add to these allowances the 1970 exemption of $625 per person (increased from the century-old $600), you see that a single person can have nontaxable income for 1970 of as much as $1,725 ($1,100 plus $625). A couple can have $2,350 of nontaxable income ($1,100 plus $1,250). Similarly, a taxpayer with three exemptions can have $2,975 of nontaxable income; one with four exemptions, $3,600; five, $4,225; six, $4,850; seven, $5,475; eight, $6,100.

But; if your income is over these amounts, the "additional allowance" is reduced on 1970 returns by $1 for each $2 of excess income until it melts away completely.

If you are a moderate-income taxpayer who might benefit from the new allowance you don't need to figure it out yourself, although it helps to understand it. The optional tax tables that come with your tax forms have the minimum standard deduction, including the low-income allowance, already built-in for families of various sizes.

But what the average family with income under $10,000 does need to decide is whether itemizing deductions would save taxes compared to using the optional tax tables with their built-in standard allowance. (Families with incomes of $10,000 or over, or who have more than $100 of dividends or interest, can't use the optional tax tables in any case. They must either itemize or take the 10 percent standard allowance.)

Let's see how a typical family would decide which of the alternative deduction methods would be best. Mr. and Mrs. Smith have two children and adjusted gross income of $8,000. First they estimate that their potential deductions would total $900 if itemized. This obviously would be better than the $800 the 10 percent blanket deduction would give them.

But would the new additional allowance help them? First the Smiths estimate what their tax would be on their $8,000 income if they itemized. With their itemized deductions of $900 and their four exemptions of $625 each, they can subtract a total of $3,400 from their gross adjusted income. This leaves $4,600 of taxable income. The normal tax on this $734. Then they look at the optional tax table for returns claiming four exemptions and find that the tax shown there for an adjusted gross income of $8,000 would be $757. (Neither figure includes the surtax.)

Thus, they would get no help from the minimum standard allowance. So the Smiths itemize deductions.

But take a family with less income and more exemptions. Joe Jones, with a wife and four children, suffered a work cutback in 1970. His gross adjusted income was $5,000. The Joneses add up their potential deductions and find they come to $800 if itemized; obviously preferable to a 10 percent standard deduction of only $500.

But as they see by checking the optional tax tables for six dependents, they would get some help from the minimum standard allowance. The tax shown on the tables is only $37 instead of the $63 they would pay if they itemized deductions and calculated their tax the normal way.

The Internal Revenue Service has made a partial concession on our plea to correct one of its unfairest rules—the limitations on the amount you can deduct for interest on installment purchases. Last year in this column and in letters and discussions with IRS, this writer pointed out that the Truth in Lending law now requires that all credit charges must be shown as an annual percentage rate. Therefore it is only fair that consumers be allowed to deduct finance charges in full as "interest." Otherwise, on revolving charge accounts and installment purchases you are supposed to deduct only an amount equal to 6 percent of the average unpaid balances.

In contrast, you *can* deduct the full interest on cash loans. One contradiction which we tried to get

IRS spokesmen to clarify is whether the credit fee on a bank charge card such as Master Charge or Bank-Americard is "interest" and fully deductible, or a "finance charge" and only partly deductible. We reported that the New York IRS office said that bank-card credit fees are fully deductible but the Washington office said they would not be (a typical IRS contradiction).

Finally after almost a year the IRS has ruled that the credit fees on a bank charge card would be fully deductible if the bank treats them as interest. But if the bank or retailer does not show the "interest" separately from "carrying charges" or it cannot be ascertained, then they are subject to the 6 percent limit (a typically vague IRS ruling).

If you paid credit fees on a store revolving credit plan, our best advice is to ask the store what part is "interest." We have also warned a number of department-store executives, some of whom are as tied up in red tape as government officials, that they should call their so-called carrying charges "interest." Otherwise consumers have a double reason for using credit-union or bank loans to finance purchases. The credit charges are both lower and fully deductible.

Adjustments and deductions

Sometimes taxpayers are confused by the difference between "adjustments" and "deductions" and subtract "adjustments" in the wrong place. It's important to understand the difference.

For one reason, failing to list the "adjustments" in the proper place (on page 2 of the tax return) can delay a refund. But even more important, you can subtract your total adjustments from gross income on page 1 whether or not you itemize deductions or take a standard deduction.

Too, subtracting the adjustments from gross income results in a lower "adjusted gross income." Thus you may be able to deduct more of your medical expenses, since you can deduct only that part over 3 percent of adjusted gross income.

The most common adjustment is for sick pay. You can subtract the pay you received while sick or injured, within specified limits.

Another frequent adjustment these days is moving expenses if you go to a new job. The rules have been liberalized so you can take off additional costs, such as expenses for house-hunting at the new location.

Employes who must sometimes be away from home overnight on jobs or who work away from home temporarily can take an adjustment for non-reimbursed travel, meals and lodging.

Or if you work at two places in one day you may take off costs of getting to the second.

Now for deductions:

We cannot list here all the potential deductions you may be able to itemize (the better tax guides have comprehensive lists) but want to point out some often overlooked.

Medical:

You can deduct one-half of amounts paid for health insurance up to $150, whether or not you have enough other medical expenses to itemize. The balance can be included in your medical deduction if you have enough to deduct. In health-insurance expenses, include your share of the cost of employer health insurance, and the medical-payments portion of your auto insurance.

Other deductible medical expenses, as well as the usual doctor, and hospital bills, include eyeglasses; prosthetic aids; household medicines like aspirin; transportation costs to get care; special foods, vitamins and equipment, even an air conditioner for an ill person, support hose, etc., if advised by a doctor.

If you support a relative who would qualify as your dependent except that he has taxable income of $625 or more, you can include in your medical deduction any medical and health-insurance bills you pay for him, including for Medicare Part B. In fact, it may be preferable to pay medical bills for such a dependent than give him the cash.

Casualty Losses:

You can deduct for sudden damage of over $100 to property, boat and car or other possessions from fire, storm, accident (even if your own fault) and also theft. The loss is the difference in fair market value of the property before and after the damage. It helps to have documents such as appraisals and repair bills.

Interest:

Mortgage interest is wholly deductible. So are prepayment penalties, and "points" paid to get a mortgage if the buyer pays. Interest on cash loans also is fully deductible. But, as noted, you have the problem of whether finance charges are "interest."

Contributions:

As well as cash donations, you can deduct fair market value of donated goods and out-of-pocket car and other expenses (or 5 cents a mile), and costs of uniforms for serving qualified nonprofit organizations such as Scouts, hospitals, schools, etc.

Work Expenses:

You can deduct union and professional-association dues; employment agency fees; costs of distinctive work uniforms; safety clothing and shoes; tools and technical books; training or vocational courses required for your present job (but not to learn a new trade); car expenses if you must bring heavy tools to your job.

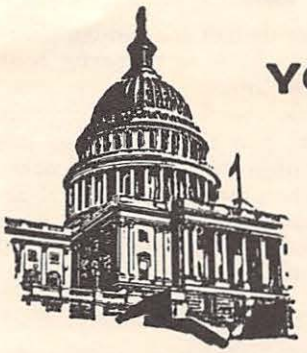
Other Potential Deductions:

Other income and sales taxes; child and disabled-dependent care (under specified conditions); bad debts; alimony; investment expenses, including a safe-deposit box, in which you keep E bonds or other securities.

Exemptions Bigger Now

Exemptions are big tax savers since this year they reduce your 1970 taxable income by $625 for each one ($650 in 1971).

The IRS does examine dependency claims closely, *especially if the dependent does not live in your home.* You must be able to show that you do provide over half the support, and he does not have $625 or more of taxable income of his own (except for children under 19 or full-time students). (Social Security and similar benefits are not taxable income, and are not counted in the $625.)



YOUR WASHINGTON Reporter

By Richard J. Calistri

A BATTLE BY RAILWAY unions, as well as many other organizations, has made it certain that somewhat more than a skeleton rail passenger system will be operated by the semi-public Railpax Corporation, starting on May 1.

As a result of an avalanche of protests, the Department of Transportation, headed by John Volpe, has expanded on the meager initial intercity rail passenger network which the DOT unveiled last November 30.

The expansion meets some of the major proposals made jointly by the nation's rail labor organizations in a comprehensive 49-page analysis filed with Volpe last December 30. As urged by the rail unions, and other groups, the revised Volpe plan adds service up and down the West Coast between Seattle and San Diego; across the southwest from Los Angeles to New Orleans; Washington to Chicago; New York to Kansas City; and Norfolk (Va.) to Cincinnati, plus an assurance of service to Tampa/St. Petersburg on the Florida route. These routes had been left out of the initial plan.

In addition, Volpe said he had asked the new Railpax Corporation to consider preserving service between Seattle and Vancouver, B.C.; up the northeastern tier to Montreal, Quebec, and down to Laredo, Texas, so as to connect with trains to Mexico City.

Volpe's new plan embraces 21 major routes, compared with 16 in the original skimpy scheme, and will ensure an estimated 165 to 175 major intercity trains, compared to 150 in the initial plan, but still down sharply from the reported 366 now operating.

However, Railpax could add other trains, especially in instances where local, state or regional jurisdictions are ready to contribute a major share of the costs. Further, it's anticipated there will be pressure in Congress to enlarge the system further. Under existing law, trains not in the system can be discontinued by the railroads on 30 days notice after May 1.

Meantime, Railpax is to determine the intermediate points on which the through trains are to make scheduled stops. They will choose among alternate routes suggested by the DOT.

The expanded system drew favorable comments, along with some disappointment, from the Congress of Railway Unions and the Railway Labor Executives' Association.

Donald S. Beattie, CRU executive secretary, declared: "I commend Secretary Volpe for the changes he has made in his first Railpax plan, and also for saying he'll ask the new corporation for service to Canada and the Mexican border. From what I've heard I have high hopes that the Railpax incorporators will develop the kind of operation that can turn the tide on rail passenger service. They deserve support in this effort. However, we can't blink the fact that many passenger trains will be cut off this year. Fortunately, the employes affected will be helped by the labor protective conditions that railway labor got Congress to put into the Railpax law."

Taylor Soop, RLEA executive secretary, asserted: "Secretary Volpe's new plan for the Railpax system is considerably better than his first proposal, and I think the main reason lies in the thousands of protests he received about his first plan. The vital thing now, for railroaders and travelers, is to keep insisting on a really good Railpax system. We suggest that more basic routes should be added to Railpax —for example, between Jacksonville and New Orleans, Milwaukee and Chicago, and either Boston or New York and Montreal."

Volpe, in announcing the final DOT basic system of intercity passenger trains to be taken over from the railroads, asserted that it's "a truly national system with the capability of serving all major regions of the U.S." He said the regions served cover about 80 percent of the population.

Asked why northern New England, and some other areas, were left out, Volpe responded that "if you put enough losers into the corporation, you'll go flat broke in a year." He added: "We want to provide a viable service, one upon which we can build."

Volpe said further: "I am looking upon the system as a beginning —as a base from which the corporation can expand, as demand for fast, clean, safe and efficient service between metropolitan centers increases."

The DOT chief said that to begin with, Railpax will select the best available rolling stock from the participating railroads, and he predicted that all the equipment chosen would be of post-World War II vintage or later. In time, he said, new equipment will be built and "innovative" operating methods will be undertaken. Also, the railroads over which the trains will run by contract with the DOT will have to maintain certain standards of service and operating conditions, including adequate maintenance of rights of way and facilities.

* * *

Another big development of the past month involving railway unions was a battle against imposition by Congress of new compulsory legislation restricting labor's right to strike.

Back on December 12, Congress rushed through legislation ending a brief strike staged by four unions— the Railway Clerks, Maintenance of Way Employes, United Transportation Union, and Dining Car Employes. The legislation barred a stoppage until March 1, and meanwhile decreed a retroactive wage increase for 1970 averaging 13½ percent, in line with an Emergency Board's recommendation for the first year of a proposed three-year contract.

Congress voiced hope that the four unions and the railroads would reach a settlement before the March 1 deadline, but at this writing the hope had not materialized, and new legislation was in the mill on Capitol Hill.

The Administration was set to press for a law that would impose compulsory arbitration. Railway unions and the AFL-CIO, backed by liberals in Congress, fought for an alternative measure that would amend the Railway Labor Act to authorize selective strikes in each of the three major railroad regions on railroads encompassing not over 40 percent of the revenue traffic in each region. Also, the measure would provide for transport of vital defense materials and other essential items during such selective strikes.

Earlier, the railway unions strongly assailed the Administration plan for modified compulsory arbitration. Leaders of some of the unions declared that if rail workers are to be deprived of their liberty to strike, then railroads should be deprived of their private enterprise setup. Stripping railmen of the right to strike on privately-owned railroads, some of the union chiefs said, is tantamount to imposing labor servitude.

Among the labor chiefs, President Charles Luna of the United Transportation Union, who also heads the CRU, declared that if rail workers are to be denied the right to exercise their economic strength, then Congress should "enact legislation to nationalize the railroads and bring them under federal control."

President C. L. Dennis of the Clerks asserted that "in a free society public ownership and operation are far more desirable than subjecting workers to wage slavery under compulsory arbitration."

President Harold C. Crotty of the Waymen termed legislation to bar railroad strikes the equivalent of "industrial slavery." If free collective bargaining is not to be maintained on the railroads, he said, then "the question arises if they can operate at all under private ownership."

President C. J. Chamberlain of the Signalmen, who is also chairman of the RLEA, stressed that railroad labor relations cannot be solved "by enacting compulsory arbitration in whatever guise." He added: "We think nationalizing of the railroads should be considered. We have proposed creation of a U.S. Emergency Railroad Commission to weigh this question."

AFL-CIO President George Meany has also declared that if railmen are to have the right to strike taken away, then the government should "take over the railroads." He added: "Frankly, the way the railroads are being run now, I have an idea that might be an improvement."

Live a Little Longer

Keep Your Teeth

By Dr. William A. Sawyer
IAMAW Medical Consultant

(This column is copywrited by The Machinist and is reprinted through the courtesy of the International Association of Machinists and Aerospace Workers. Dr. Sawyer cannot answer individual correspondence.)

NINETY-FIVE PERCENT OF Americans are troubled with tooth decay. One out of five adults are toothless by age 50. By the time he has reached his thirties, the average American has only 12 healthy unfilled teeth in his mouth. (One-third of older adults now use or need false teeth.) Our dental statistics are appalling. They are based on estimates, of course.

A great deal of research has gone into the hope of finding a method of controlling dental decay. As yet there is no single factor which is advocated as a total preventive.

Four chief conditions combine to produce decay: (1) numerous mouth bacteria; (2) dental plaque, film that adheres to tooth surface; (3) refined sugar foods; and (4) vulnerable tooth surface. It is well known that some people are tooth decay prone.

Anything that prevents acid production by bacteria, neutralizes its actions, or removes it easily from the mouth should prevent decay. But how to accomplish this by daily mouth hygiene is the big question.

Despite all that's known about dental decay and its causes, there is still the problem of what to do to avoid early loss of teeth. Here is some good general advice, but depend upon your dentist to guide you.

The best daily defense against plaque and the accumulation of food debris is the repeated scrubbing of the gums and teeth. The rigid schedule of brushing your teeth after each time you eat is wise. One should at least rinse his mouth with water after eating. Acid that makes cavities develops very fast after eating sweets. If your teeth decay readily, stop eating snacks between meals. Brushing and using dental floss before retiring is a must. Decay-causing-bacteria thrive on candy, sweet drinks, cookies, presweetened cereals and other processed sweet foods.

In water, toothpaste

Now a word about fluorides as a tooth protector. Years of research have shown that it will build a decay-resistant tooth surface in children who drink fluoridated water for the first 8 years of their lives. They will have 60 percent less decay than those who grow up without it. And the resistance to decay continues throughout life, if there is a continued use of fluoridated water.

There is increasing evidence that fluorides in community water supplies are unquestionably safe for people of all ages. Fluorides in drinking water is now the best means to bring a pronounced reduction in the decay of teeth. Recently the National Research Council classified fluorides as a dietary essential.

Fluoride protection

While fluorides provide protection best in drinking water, thus getting them into the blood stream which supplies the teeth and gums, they can also be made use of by applying them to the surface of teeth in the dentist's office. This is, of course, time consuming and more costly. Your dentist will explain this to you. This is chiefly used when community water supplies do not contain fluorides.

A less effective method of application, is the use of toothpaste containing fluorides. If there is no fluoride in your community water, then families have access to toothpastes and local application by the dentist. Try to see your dentist regularly.

Court Upholds Right To Honor Picket Line

THE 4TH U.S. CIRCUIT COURT OF APPEALS, RICHMOND, VA., has reaffirmed the right of non-striking employes to refuse to cross picket lines as a matter of principle.

The court ordered the Union Carbide Corp. to offer reinstatement with full back pay to two employes who would not cross a Machinists' picket line at a Union Carbide plant during a strike three years ago.

The court's opinion noted that it is well established that non-striking employes who refuse on principle to cross a picket line have joined the strikers in a common cause and have, in effect, become strikers.

The opinion goes on to reaffirm this right:

"It cannot be denied that respect for the integrity of the picket line may well be the source of strength for the whole collective bargaining process in which every union member has a legitimate and protected economic interest. And any assistance by a union member to a labor organization in the collective bargaining process is for mutual aid or protection of the non-striking unionist even though he has no immediate stake in the labor dispute."

The circuit court's ruling upheld an order of the National Labor Relations Board which said Union Carbide violated the Taft-Hartley Act by refusing to rehire the two men who respected picket lines.

The court, however, would not enforce the NLRB order for a third employe because it found that his refusal to cross the picket line was based solely on fear.

"One who is afraid to cross a picket line by reason of physical fear makes no common cause, contributes nothing to the mutual aid or protection and does not act on principle," the court said.

Union Carbide had argued that it had not violated the law because it had discharged the three employes to prevent a large scale defection of workers to the strike.

But the court said the two employes who, as a matter of principle, refused to cross the line were entitled to the same consideration as strikers with regard to discharge and replacement.

"They may not be discharged but may be replaced by workers hired as permanent replacements during the strike in order to continue operations," the court ruled.

Commission On Railroad Retirement Holds First Meeting

THE COMMISSION ON Railroad Retirement, created by the Congress to make an independent study of the railroad retirement system, held its first meeting in Washington, D.C., on January 20.

The five members of the Commission, with Theodore O. Yntema as Chairman, were sworn into office with members of the Railroad Retirement Board as witnesses. George P. Shultz, Director of the Office of Management and Budget, met briefly with the Commission.

The Commission named as its Executive Director Michael S. March, a senior staff member of the Office of Management and Budget, who was technical adviser to the President's Commission on Veterans' Pensions during 1955-56.

At the end of the Commission's first meeting, Chairman Yntema issued the following statement:

"The Commission on Railroad Retirement is charged with a difficult and delicate task of public policy analysis. The recommendations it is required to make will affect the welfare of nearly 1 million current beneficiaries of the railroad retirement system and some 850,000 workers and their families and the economic and financial strength of the railroad industry, which is a vital element of our economy. I am pleased that all the members of this Commission — representing labor, management, and the public at large—have agreed to make a thorough fact finding study and to develop specific recommendations based on a broad consideration of all the facts which we can muster within the time allowed. Our objective is to help the President and the Congress develop an equitable, sound, and lasting solution to the difficult problems of the railroad retirement system."

Public Law 91-377, approved by the President August 12, 1970, requires the Commission to "conduct a study of the railroad retirement system and its financing for the purpose of recommending to the Congress on or before July 1, 1971, changes in such system to provide adequate levels of benefits thereunder on an actuarially sound basis." The Congress further specified that the Commission's study should take into account a series of conditions and possible changes in the railroad retirement system and in its relationship to the social security system.

The Executive Branch and the Congress found agreement on the need for this in-depth study when a 15 percent increase in benefits was provided by P.L. 91-377. The 15 percent increase in benefits was enacted on a temporary basis, until June 30, 1972.

Chairman Yntema said that an important part of the Commission's work will be to obtain the views of labor organizations, carriers, affected public agencies, and private professional or other groups regarding the issues under study. He added that the Commission would particularly welcome submissions of analyses and other information in written form so they can be studied by the Commission and its staff.

The Commission has an appropriation of $300,000. Two members of the Commission were named by officers of the Congress and three are Presidential appointees, selected to represent the public, railroad employes, and railroad employers. President Nixon designated Yntema as Chairman.

Determine Your Rights Under FELA

Members who are injured on the job and the dependents of those members who have been killed or have died as the result of such injuries should by all means ascertain their rights and benefits under the Federal Employers' Liability Act before attempting any settlement with the railroad.

Below is a list of attorneys who, on the basis of information made available to us, are competent to give full information and assistance to those in need of it.

This list is compiled and maintained on the strength of information furnished us by both attorneys and members. The accuracy of the list that we will publish from time to time depends entirely on the information furnished us. Therefore, everyone concerned is urged to keep us informed regarding cases handled, nature of the case, terms of the settlement, commendations, criticisms, etc.

THIS INFORMATION SHOULD BE FORWARDED TO PRESIDENT C. J. CHAMBERLAIN AT GRAND LODGE HEADQUARTERS.

Atlanta, Ga. 30303. Thomas J. Lewis, Jr., Suite 400, The Equitable Building
Tel. (404) 522-4229

Baltimore, Md. 21202. Savage, Jones, Tingle & Schwartzman, 10 Light St., 30th Floor, Maryland National Bank Bldg.
Tel. (301) 685-2713

Bergenfield, N. J. 07621. Charles J. Tyne, 104 N. Washington Ave.
Tel. (201) 384-9433

Birmingham, Ala. 35203. Rives, Peterson, Pettus & Conway, 17th Floor, Twenty-one Twenty-one Bldg.
Tel. (205) 328-8141

Boston, Mass. 02108. Francis H. Farrell, Suite 701, Old South Bldg., 294 Washington Street
Tel. (617) 542-3270

Chicago, Ill. 60602. Henslee-Monek - Henslee, 120 Madison Bldg.
Tel. (312) 782-5925

Cleveland, Ohio 44114. Howard M. Metzenbaum, 700 Union Commerce Bldg.
Tel. (216) 771-4515

Denver, Colo. 80202. Alex Stephen Keller, 316 Symes Bldg.
Tel. (303) 255-3603

Fort Worth, Tex. 76102. Winfred Hooper, Jr. Hooper, Steves & Kerry 200 Fort Worth Club Bldg.
Tel. (817) 335-9377

Fort Worth, Tex. 76102. George L. Schmidt, 810 Sinclair Bldg.
Tel. (817) 335-9782

Houston, Tex. 77004. George L. Schmidt, 4714 Fannin
Tel. (713) 526-1564

Houston, Texas 77002. Norman R. Jones, 1010 Houston First Savings Bldg.
Tel. (713) 225-0663

Kansas City, Mo. 64105. Norman R. Jones, Suite 1420, Commerce Tower, 911 Main Street
Tel. (816) 421-5411

Kansas City, Kans. 66101. Ratner, Mattox, Ratner, Ratner & Barnes, Suite 224, One Gateway Center Office Bldg., 5th at State Street
Tel. (913) 321-2619

Los Angeles, Calif. 90012. Clifton Hildebrand, 205 S. Broadway, Suite 400
Tel. (213) 629-2214

Los Angeles, Calif. 90005. George E. Bodle, 3540 Wilshire Boulevard
Tel. (213) 385-3601

Miami, Fla. 33130. Green and Hastings, 312 Biscayne Building, 19 West Flagler Street
Tel. (305) 377-9481

Minneapolis, Minn. 55402. Eugene Rerat, 1100 First National Bank Bldg.
Tel. (612) 339-9231

New York, N.Y. 10017. John V. Higgins, 535 Fifth Ave.
Tel. (212) 986-1377

Oakland, Calif. 94612. Clifton Hildebrand, 1212 Broadway
Tel. (415) 451-6732

Pittsburgh, Pa. 15219. Evans, Ivory & Evans, 711 Frick Bldg.
Tel. (412) 471-3740

Salt Lake City, Utah 84101. Wayne L. Black, 530 Judge Bldg.
Tel. (801) 364-3566

San Antonio, Tex. 78205. George L. Schmidt, 1515 NBC Bldg.
Tel. (512) 227-7565

Seattle, Washington 98104 Piehler & Allerdice 924 Arctic Bldg.
Tel. (206) 624-4700

Syracuse, N.Y. 13202. J. Murray Dunn, 707 State Tower Bldg.
Tel. (315) 422-0303

Tucson, Ariz. 85719. John P. Somers, 2016 East Broadway
Tel. (602) 623-6111

Vicksburg, Miss. 39180. James B. Ramsey, First National Bank Bldg.
Tel. (601) 636-5561

Wichita, Kans. 67202. Ratner, Mattox, Ratner, Ratner & Barnes, 444 No. Market, P. O. Box 306
Tel. (316) 262-6423

Wichita, Kans. 67202. John C. Frank, 615 Union National Bldg.
Tel. (316) 264-0346

General Chairmen Meet In Chicago For Status Report On Wage Negotiations

Wage Negotiation

General Chairmen Vote Full Support Of Signalmen Negotiating Committee

s Enter Final Round

New Training Agreement Signed by Rock Island

THE BROTHERHOOD OF Railroad Signalmen and the Chicago, Rock Island and Pacific Railroad Company have signed an agreement establishing a training program for signal employes on that railroad.

The agreement was negotiated by General Chairman A. E. Ketterman and Vice President C.S. Chandler.

General Chairman Ketterman stated that prior to the start of this training program a few classes were held at Blue Island, Illinois by carrier officials. The program was on a voluntary basis on the part of the employes and held after working hours, which was not too successful.

The Brotherhood of Railroad Signalmen and the carrier both realized the importance of a training program due to the more advanced type of signaling in use today.

The agreement provides for classes to be located in the signal repair shop at Silvis, Illinois. The classroom has been established and C. R. "Bob" Storck was appointed signal training supervisor in charge of the classroom instructions. The first class began in mid-March, 1970.

The program is designed to have six employes in class for two weeks, then they return to their regular job. The students are given manuals for home study and time will be given for this purpose. Every student will complete five two-week sessions over a two-year period. They must receive at least a 70 percent grade to pass an examination on both class work and home study before proceeding to the next class. If they fail to pass they will be re-examined within thirty days on the portion they failed; failure to pass the re-examination will result in the employe being released from service.

The training program is compulsory for assistants. Employes with first class seniority and less than four years of service are attending classes at this time—other employes are selected in seniority order.

Assistants may be promoted to the signalman or maintainer class under the agreement rules but must complete the training program.

While attending the classes at Silvis, students are paid all expenses and their regular rate of pay.

When employes are notified to attend classes they are advised what form of transportation to be used to and from classes. If company transportation is not available and commercial transportation used, the student is reimbursed the cost thereof. If he is authorized to use his automobile, he is paid nine cents a mile to and from classes.

The five training manuals used in the home study course were originally designed by the Canadian National Railway. The CN permitted the Rock Island to reproduce the books.

The classroom is fully equipped and has miniature tracks with an APB system and color light signals that change aspects when the track is shunted. The prints for all circuits used in this part of the class are painted over the track and relay rack. This enables the student to follow both the print and the actual circuit through the relays.

Power switches, highway crossing gates and flashers, relays, switch boxes and other signal apparatus are wired and operated through actual circuits. A small pole line is set up on two stub poles and cable from a relay case to the equipment gives

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To establish a Training Program for employes in the Signal Department, **IT IS AGREED:**

(1) All assistant signalmen and assistant signal maintainers shall be required to participate in the Training Program.

(2) Other employes in the Signal Department may be offered the opportunity to participate in the Training Program.

(3) Classes will be set up at the Signal Shop at Silvis, Illinois, or at such other points as may be designated by the Carrier.

(4) The classes will consist of five (5) sessions, each session two (2) weeks in length. Monday through Thursday, classes will be held from 7:00 A.M. to 5:00 P.M. with one hour off for lunch and from 7:00 A.M. to 11:00 A.M. on Friday. It is understood the number of sessions and the length thereof may be changed at the discretion of the Carrier.

(5) When an employe is notified to attend a training class, he will be notified the form of transportation to be used in going to and from the point where classes are held, as follows:

(a) If an employe is authorized to use company transportation, such transportation will be used.

(b) If commercial transportation is authorized, the employe will be reimbursed the cost thereof.

(c) If an employe is authorized to use his automobile, the prevailing automobile mileage allowance (now 9¢ per mile) will be paid for going to and from the point where classes are held.

(6) The employe will be reimbursed for actual necessary expenses for meals and lodging while attending the Training Program. It is understood the Carrier has the right to designate a suitable lodging facility. It is understood that if any expenses for meals and lodging are to be incurred while traveling to and from the point where classes are held such expense must be authorized by the Carrier prior thereto.

(7) Employes will not be compensated for time spent in traveling to and from the point where the classes are held except during the hours of their assignment.

(8) Employes will be allowed their regular rate of pay while attending such classes.

Signed at Chicago, Illinois this 12th day of January, 1970.

Signatures Omitted

the student the feel of working on live field equipment.

Gil Morgan, general signal supervisor, and designer of the program stated, when asked why the railroad set up such a school, "There just wasn't any place to get a signal employe trained except on the job. There aren't any schools that specialize in the subject, and books on signaling are virtually nonexistent. So we set up the classes to give our people some theory along with their on-the-job training."

Mr. Morgan said, "The men work in school just as if they were out on a job. We try to simulate actual field conditions for them."

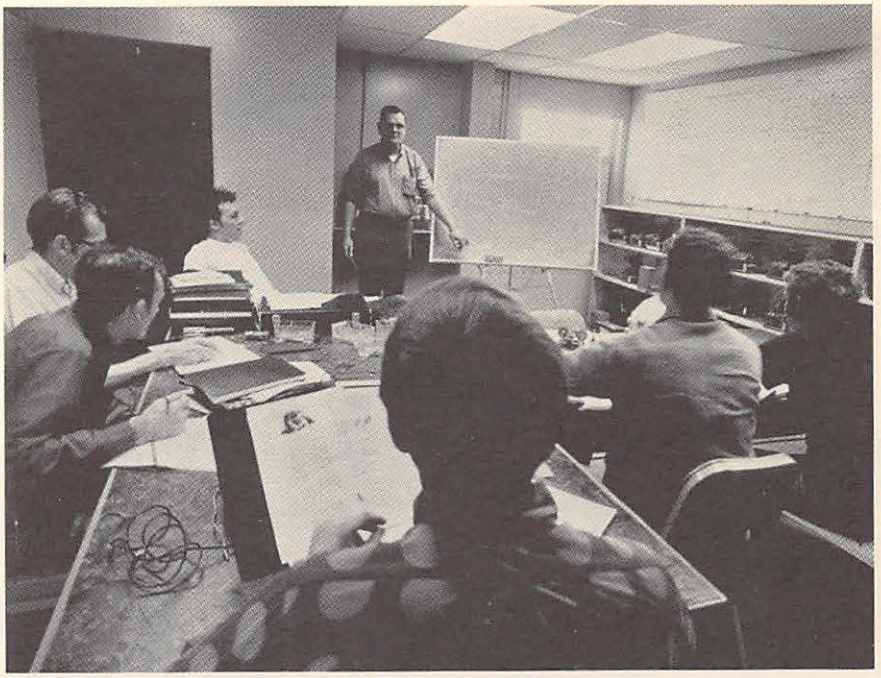
C. R. "Bob" Storck, who heads the classes explains theory, correct practices and procedures for installing and maintaining block, centralized traffic control, interlocking and grade crossing protection systems.

Mr. Morgan stated, "We've needed something like this for a long time, and we're very happy that management gave us permission to set up the school. It will result in a much better trained signal employe."

After viewing the school we must agree with Mr. Morgan that the Rock Island Signal Department can look to the future with confidence. They and General Chairman Ketterman have every reason to be proud of this fine program.

President Chamberlain stated that General Chairman Ketterman and Vice President Chandler must be commended for their efforts to obtain this fine training agreement.

The agreement reads as follows:



Bob Storck, signal training supervisor instructs new signalmen at the Rock Island Signal Training school located in the Silvis signal shop.

In connection with Memorandum of Agreement, dated January 12, 1970, covering the establishment of a Training Program for employes in the Signal Department, it is agreed that Rules 30 and 33 are hereby amended, effective March 1, 1970, to read as follows:

RULE 30.

(a) Employes assigned to positions of assistants will be promoted from signal helpers when available; ability to learn the work being sufficient, seniority will govern. Applicants for such positions must be able to speak, read and write the English language and understand at least the first four rules of arithmetic. The training period shall be four (4) years which shall include a minimum of ten hundred and forty (1040) days worked, except as otherwise provided.

(b) Employes promoted to, or entering the service as Assistants, will be required to sign a statement to the effect that they fully understand that they will be required to participate in and pass progressive examinations of the Training Program in effect. (See Memorandum of Agreement dated January 12, 1970)

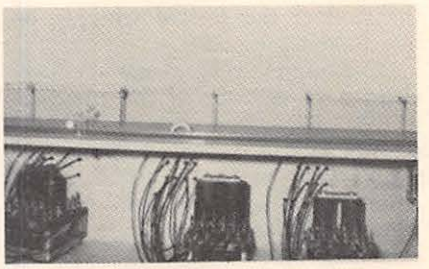
A grade of seventy percent (70 percent) or better shall be considered a passing grade. Assistants who fail to pass any of the progressing examinations will be given a re-examination on the portion which they failed within thirty (30) calendar days from date of failure. Failure of the employe to pass a re-examination will result in such employe's forfeiture of all seniority and rights, and such employe will be considered as having resigned from the service.

(c) Examinations provided for in this agreement will be fair and impartial and employes taking these examinations will not be examined on matters with which they have not had an opportunity to become familiar through the study of training manuals and/or classroom coverage applicable to their status of training.

(d) If permanent positions are open, Assistants may be promoted, in order of their seniority, to the Signalmen's class prior to completing the Training Program, providing they are the senior applicant and can qualify on such positions. Such employes shall be required to complete the classroom portion of the training program and the training manuals in accordance with the rules applicable to Assistant Signalmen.

(e) If an assistant is promoted to a permanent position prior to completing the training program and meets the requirements of the service for twenty-six (26) days worked he shall thereupon be considered qualified provided he meets the requirements of paragraph (d) of this rule and in the event that subsequent to the expiration of the said twenty-six (26) days, but prior to the date on which his training would have been completed, he is displaced, his position is abolished, or he is released in force reduction and pursuant to Rules 33 and 39 returns to the assistants' class, he shall thereafter be paid the highest pay rate in the assistants' classification. An assistant who is promoted and fails to meet the requirements of the service during the time specified in the preceding sentence shall be returned to training as assistant signalman-maintainer and be paid accordingly, but he shall receive credit on his training period for the time so worked in the higher class. He shall not there-

Lead Signalman F. J. Armer, El Reno, uses a magnet to simulate a train on miniature track outfitted with automatic block signals.



A miniature pole line and tracks actuate the circuits and relays located below the track.

Retired General Chairman A. E. Ketterman and Local Chairman R. E. Hickerson visited the school with Journal Editor J. W. Walsh.

after be promoted until completion of the training program whereupon he shall be promoted in accordance with the rules of this agreement. An assistant signalman-maintainer promoted to signalman or maintainer pursuant to this section shall not establish seniority in such higher class unless he remains on a position in such higher class more than twenty-six (26) days worked whereupon his seniority date shall be the date he was so assigned by bulletin.

(f) An assistant signalman-maintainer who has been promoted to a permanent position and ceases to hold such position for any reason, such as being displaced, position abolished, or force reduction, before he has worked the twenty-six (26) qualifying days (except where he is disqualified or voluntarily relinquishes the position) may displace a junior assistant who is similarly working on a permanent position to which the junior assistant has been promoted and likewise has worked less than the twenty-six (26) qualifying days, or return to a position to continue his training.

(g) In the event there are no assistants who have completed the classroom portion of the training program the Carrier may employ a qualified signalman or maintainer who has worked for four (4) years in the Signal Department of a railroad in the assistants' or higher classification.

(h) When there are no furloughed signalmen or maintainers available and no assistants have completed their four (4) years' training and it becomes necessary to use an assistant who has not completed four (4) years' training to temporarily relieve a signalman or maintainer in short vacancies where bulletin is not required or pending bulletin and assignment, any qualified assistant may be used. Any assistant so used, or any such assistant assigned by bulletin to any temporary vacancy, shall not establish seniority in such higher classification as the result of being so used, but shall receive credit for the time so used on his training period.

RULE 33.

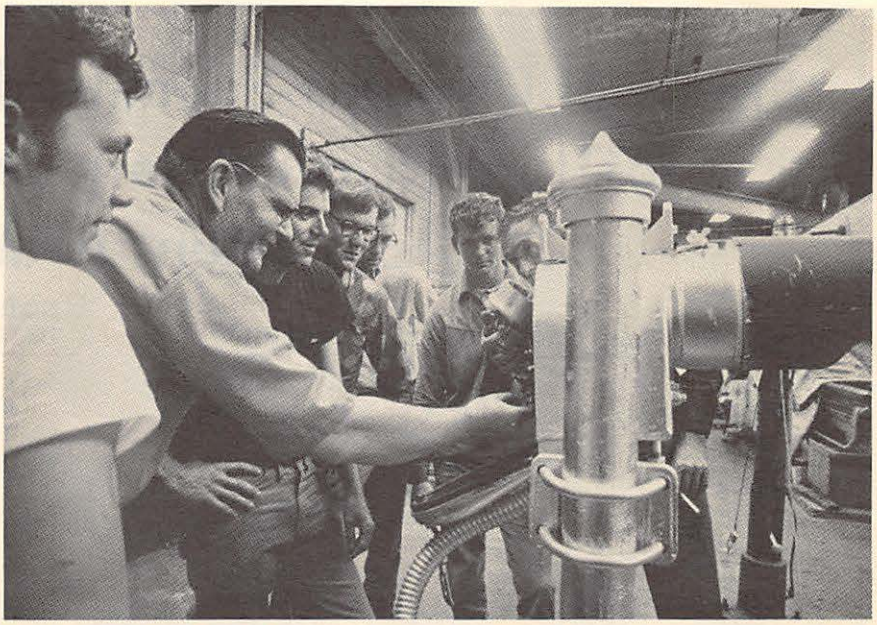
Assistants who have not completed their four (4) years' training will be placed on positions where they will receive proper training and experience to qualify them for positions of signalmen or signal maintainers. Such assistants will be subject to transfer by written agreement between the Signal Engineer and the General Chairman to other positions in the same class without the necessity of bulletining the positions and without regard to seniority in order to require them to obtain knowledge and training in all branches of the work.

An Assistant Signalman will not be permitted to displace another Assistant Signalman within the Assistant's Seniority class, and will only be placed on such positions which are agreed upon between the Signal Engineer and General Chairman.

When employes are so transferred, they will not be required to lose time; the amount of time required for the transfer to be reasonable in the opinion of the Signal Engineer, subject to appeal. Assistants required to transfer will be given as much advance notice as possible, but not less than fifteen days except as otherwise mutually agreed.

Assistants who have completed their four year period of training and who have not been advanced to signalmen or signal maintainers pursuant to Rule 32, will be placed on assistants' positions which are agreed upon between the Signal Engineer and General Chairman as

Students who will spend five two-week-long courses over a two year period receive instructions and test actual live circuits.



The class is instructed and allowed to test working circuits that are just like field conditions.

positions then least essential to the training program. Signalmen or signal maintainers who return to assistants' classification because of force reduction will be allowed to displace on assistants' positions which are likewise agreed upon. Such assistants, signalmen, and signal maintainers will not thereafter be subject to transfer for training purposes. If more than one such employe is affected, seniority of such employes shall govern on the agreed-upon positions.

Dated at Chicago, Illinois, this 27th day of February, 1970.

Signatures Omitted

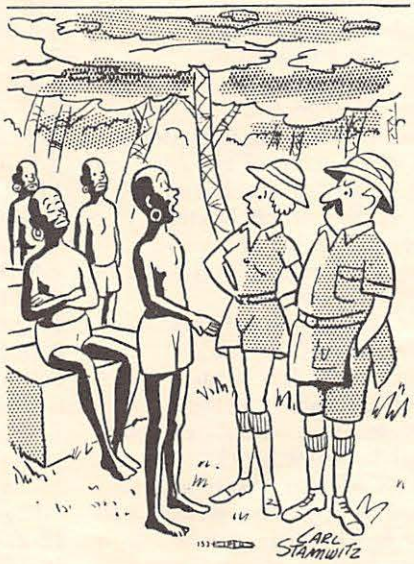
Combination Policies Cut Insurance Costs

MANY FAMILIES TODAY use life insurance policies that combine permanent and term coverage. This gives them a protection "package" that costs less than if the two components were purchased separately.

The permanent life insurance in the "package" builds up cash values and remains in force for as long as the policyholder is alive. The term insurance portion is designed for additional protection for a limited period of time.

As far as most families are concerned, this is the span of years when the children are young and additional temporary protection is desirable. The term insurance fills this need. As the children grow up, the term insurance protection declines to reflect the change in parental responsibility.

A widely-used combination policy for this purpose is the "family income plan." Based on a core of permanent insurance, the plan has a term insurance portion which covers, for example, a 20-year period. If the policyholder should die before that time has elapsed, his family would receive a monthly income for the remainder of the 20 years, in addition to the permanent insurance.



"Drums say we just win independence. So our new social status will necessitate more moola and fringe benefits."

Picture Of A Potential Heart Victim

IF YOU MATCH THIS DEscription, you could be in trouble:

"A sedentary, flabby, middle-aged male or elderly female, given to excessive use of cigarettes, food rich in saturated fats, cholesterol and sugar and modern labor-saving conveniences; who is probably as a consequence high in blood pressure, blood fats, blood sugar, body fat and rapid pulse rate, but is low in vital capacity and physical activity; with a family tendency to disorders such as diabetes and gout, a family history of premature heart disease and frequently having a spouse with the disease; often having suffered a prior heart attack without even being aware of it; having certain electrocardiographic abnormalities and even an enlarged heart, but nevertheless going about with a sense of well-being, apparently not ill and with no hint of impending disaster."

This is a description of the prime candidate for a heart attack, according to the Institute of Life Insurance.

Status of Disputes Submitted by Signalmen to Third Division National Railroad Adjustment Board

DOCKET NO.	RAILROAD	SUBJECT OF DISPUTE	NOTICE DATED	STATUS AS OF 1-31-71
SG-13682	AT&SF	Hoss et al—microwave work	6-29-62	Alleged third party involved
SG-14335	MP(GD)	Payne et al—foundations	7-8-63	Alleged third party involved
SG-14642	CRI&P	Gang #8—line work	12-19-63	Alleged third party involved
SG-14742	SP(PL)	Hill—air compressors	12-18-63	Alleged third party involved
SG-14878	Pa-Rdg SS	Dunkle—air compressors	3-20-64	Alleged third party involved
SG-14941	Clinch	Shopmen—shop work	6-10-64	Alleged third party involved
SG-14942	IC	Smith et al—line work	5-11-64	Alleged third party involved
SG-15031	SP(PL)	Dickerson—bonding	5-6-64	Alleged third party involved
SG-15352	C&O(CD)	Rollison et al—starting signals	1-18-65	Alleged third party involved
SG-15411	B&OCT	Mazurowski et al—track indicator	12-15-64	Alleged third party involved
SG-15413	B&O	Akron-Chicago Div.—hot box detectors	12-21-64	Alleged third party involved
SG-15444	SP(PL)	Hill—air compressors	12-15-64	Alleged third party involved
SG-15445	SP(PL)	Thompson—shop work	12-16-64	Alleged third party involved
SG-15474	EJ&E	Dieter et al—line work	1-25-65	Alleged third party involved
SG-15549	B&O	Akron-Chicago Div.—code repeaters	3-10-65	Alleged third party involved
SG-15550	B&O	Rankin et al—code repeaters	3-10-65	Alleged third party involved
SG-15553	SP(PL)	Killingbeck et al—switch heaters	2-8-65	Alleged third party involved
SG-15668	SP(PL)	Stevens—trouble call	4-14-65	Alleged third party involved
SG-15828	SP(PL)	Hands—bonding	7-16-65	Alleged third party involved
SG-15848	PC-NYC	Gang B—car inspection signals	7-28-65	Alleged third party involved
SG-15912	A&S	Signal employees—electrical work	10-25-65	Alleged third party involved
SG-15982	SP(PL)	Johnson et al—switch heaters	10-5-65	Alleged third party involved
SG-16007	C&O(CD)	McComas et al—trouble call	2-15-66	Alleged third party involved
SG-16204	SP(PL)	Lambert et al—car retarders	1-11-66	Alleged third party involved
SG-16308	SP(PL)	Rasco et al—handling material	2-23-66	Alleged third party involved
SG-16437	SP(PL)	Barber & Trojan—engine washer	5-4-66	Alleged third party involved
SG-16479	SP(PL)	Barber et al—engine washer	5-24-66	Alleged third party involved
SG-16480	CRI&P	Daniel—trouble call	5-25-66	Alleged third party involved
SG-16529	SP(PL)	Rasco—hot box detector	6-8-66	Alleged third party involved
SG-16623	SP(PL)	Hanson—air compressor	7-27-66	Alleged third party involved
SG-16646	SP(PL)	Crumley—earth work	8-2-66	Alleged third party involved
SG-16745	C&O(CD)	Graham—trouble call	1-16-67	Alleged third party involved
SG-16749	SP(PL)	Anderson et al—switch heaters	9-20-66	Alleged third party involved
SG-16858	B&O	Hanlon et al—control machine, etc.	2-13-67	Alleged third party involved
SG-16877	SP(PL)	DeMoll et al—switch heaters	11-21-66	Alleged third party involved
SG-16896	SP(PL)	Turner et al—switch heaters	1-18-67	Alleged third party involved
SG-16901	SP(PL)	White et al—switch heaters	1-18-67	Alleged third party involved
SG-16908	B&O	Cirilli et al—carrier equipment	2-21-67	Alleged third party involved
SG-17155	SP(PL)	Nisle—switch heaters	4-12-67	Alleged third party involved
SG-17156	SP(PL)	Fraga et al—switch heaters	4-12-67	Alleged third party involved
SG-17169	C&O(CD)	Perrow et al—CTC work	8-16-67	Alleged third party involved
SG-17296	SP(PL)	White et al—switch heaters	6-19-67	Alleged third party involved
SG-17297	SP(PL)	White et al—switch heaters	6-19-67	Alleged third party involved
SG-17351	Union RR	Freidhof & Hays—insulated joints	11-22-67	Alleged third party involved
SG-17363	C&O(CD)	Cunningham—line work	11-6-67	Alleged third party involved
SG-17469	B&O	Cowgill et al—car retarder	11-15-67	Alleged third party involved
SG-17490	C&O(CD)	McDaniel & Watson—trouble call	1-12-68	Alleged third party involved
SG-17502	NP	Leonard & Michael—power supply	12-27-67	Alleged third party involved
SG-17549	SP(PL)	Davis—in motion scales	10-16-67	Alleged third party involved
SG-17582	SP(PL)	Tankersly—slide fence	11-14-67	Alleged third party involved
SG-17589	NP	Young et al—power supply	1-17-68	Alleged third party involved
SG-17641	SP(PL)	Bradley & Sidwell—direction detector	1-12-68	Alleged third party involved

SG-17642	SP(PL)	Dixon—high load detector	1-12-68	Alleged third party involved
SG-17698	AT&SF	Shilling et al—switch heaters	1-8-68	Alleged third party involved
SG-17877	SP(PL)	Yandell—hot box detector	4-24-68	Alleged third party involved
SG-17878	SP(PL)	Crumley—hot box detector	4-24-68	Alleged third party involved
SG-18043	C&O(CD)	Nealis et al—seniority lines	9-24-68	Alleged third party involved
SG-18078	SooLine	Hedican—thermo scanner	8-23-68	Alleged third party involved
SG-18147	SP(PL)	Fraga et al—switch heaters	10-30-68	Alleged third party involved
SG-18173	C&O(CD)	Sharfenberger et al—switch heaters	12-18-68	Alleged third party involved
SG-18312	C&O(CD)	Sharfenberger et al—switch heaters	4-8-69	Alleged third party involved
SG-18407	E L	Kishbaugh et al—electrical work	4-22-69	Alleged third party involved
SG-18491	SCL	Clayton—attend court	9-16-69	Assigned to Referee Dolnick
SG-18538	SP(PE)	Cobbs—vacation pay	8-12-69	Assigned to Referee Dugan
SG-18546	LV	Robbins et al—expenses	8-20-69	Assigned to Referee Rosenbloom
SG-18547	LV	Robbins et al—line work	8-20-69	Alleged third party involved
SG-18555	SCL	Powers et al—expenses	8-29-69	Assigned to Referee Devine
SG-18587	L&N	Huddleson—ACI	9-23-69	Alleged third party involved
SG-18588	LI	Licata—painting	11-21-69	Alleged third party involved
SG-18589	LI	Licata—call box	11-21-69	Alleged third party involved
SG-18597	CB&Q	Wear—travel time	9-30-69	Assigned to Referee Dugan
SG-18641	E L	Coates et al—crossing signal work	10-21-69	Assigned to Referee Ritter
SG-18662	SCL	Kelly et al—time waiting for outfit	10-27-69	Assigned to Referee Ritter
SG-18667	SP(PL)	McCullough—difference in rate	12-19-69	Assigned to Referee O'Brien
SG-18668	Reading	Borrell et al—line work	11-21-69	Alleged third party involved
SG-18670	StL-SF	Bradshaw—trouble call	11-21-69	Assigned to Referee Ritter
SG-18671	PC-NYC	Spaulding—classification of work	11-21-69	Assigned to Referee Ritter
SG-18672	PC-NYC	Dockery—classification of work	11-21-69	Assigned to Referee Ritter
SG-18683	L&N	McDonald & Wilcox—expenses	1-27-70	Assigned to Referee Rosenbloom
SG-18684	C&O(PM)	Brady et al—crossing signal work	2-27-70	Alleged third party involved
SG-18685	SCL	Webster—OT pay	2-27-70	Assigned to Referee Rosenbloom
SG-18687	AA	Morse et al—expenses	1-27-70	Assigned to Referee O'Brien
SG-18690	PC-NYC	Pierce & Parent—worked off assignment	12-30-69	Assigned to Referee Rosenbloom
SG-18692	SP(PL)	Smick—5 calls	12-30-69	Assigned to Referee O'Brien
SG-18706	SP(PL)	Webster et al—work given to others	1-13-70	Assigned to Referee Franden
SG-18723	SCL	Gang No. 1—expenses	3-27-70	Assigned to Referee Devine
SG-18728	SP(PL)	Shallies—dismissed	3-13-70	Assigned to Referee Rosenbloom
SG-18735	SP(PL)	Smick—3 calls	1-27-70	Assigned to Referee O'Brien
SG-18736	AA	Harris—annunciators	12-30-69	Alleged third party involved
SG-18738	PC-B&A	Lynch—right to call	2-3-70	Assigned to Referee Ritter
SG-18746	SooLine	Johnson—thermo scanner	3-20-70	Alleged third party involved
SG-18771	IC	Lipe et al—AFO work	1-21-70	Assigned to Referee Franden
SG-18776	SCL	Adams et al—line work	3-25-70	Assigned to Referee Ritter
SG-18777	SCL	Huling et al—line work	3-25-70	Assigned to Referee Ritter
SG-18796	SCL	Beddingfield—higher rate	5-20-70	Assigned to Referee O'Brien
SG-18823	N&W	Markle et al—jr called	3-9-70	Awaiting referee assignment
SG-18827	C of Ga	Murdock—foreman worked	3-13-70	Assigned to Referee Franden
SG-18833	SCL	McGirt—extra pay	5-8-70	Assigned to Referee O'Brien
SG-18843	SP(PL)	Farr et al—right to OT work	3-13-70	Awaiting referee assignment
SG-18864	DT&I	Rathke & Keeton—ACI	4-10-70	Awaiting rebuttals
SG-18917	PC-NYC	Strunk—call pay	6-12-70	Assigned to Referee Franden
SG-18918	N&W (NYC&StL)	Ladd & Noirot—switch heaters	4-15-70	Alleged third party involved
SG-18919	IC	Vadbunker et al—work diverted, expenses	4-15-70	Awaiting referee assignment
SG-18920	UP	Morrison—line work	4-15-70	Awaiting rebuttals
SG-18922	UP	Starr et al—work week & hours of service	4-15-70	Awaiting rebuttals
SG-18926	UP	Weaver—assignment	4-24-70	Awaiting rebuttals
SG-18930	UP	Sedlacek—assignment	4-24-70	Awaiting rebuttals
SG-18939	SCL	Power & Hodge—not called	6-23-70	Assigned to Referee Franden
SG-18945	IC	Crowell—called, not used	4-28-70	Awaiting referee assignment
SG-18946	PC-B&A	Tarte—discipline	5-27-70	Awaiting referee assignment
SG-18960	SCL	McCrimmon—expenses	8-14-70	Awaiting referee assignment
SG-18961	UP	Synon—not called	7-14-70	Awaiting rebuttals
SG-18962	LV	Tucker—preservation of rate	6-15-70	Awaiting rebuttals

SG-18965	N&W (NYC&StL)	Harshbarger—work given to others	5-22-70	Alleged third party involved
SG-18966	SP(PL)	Shaw—holiday pay	5-22-70	Awaiting rebuttals
SG-18967	SP(PL)	Kennett—expenses	5-22-70	Awaiting rebuttals
SG-18969	BN(NP)	Nepstad—assignment	6-24-70	Awaiting rebuttals
SG-18975	PC-PRR	Moraites—dismissed	6-19-70	Awaiting rebuttals
SG-18981	WM	Horning—not called	7-31-70	Alleged third party involved
SG-18993	Southern	Cain—worked off assignment	6-8-70	Awaiting rebuttals
SG-18994	MP	Johnson—held from service	9-14-70	Awaiting rebuttals
SG-18999	WT	Lishear—discipline	8-14-70	Awaiting referee assignment
SG-19002	Union RR	Potts—higher rate	7-17-70	Awaiting rebuttals
SG-19003	Union RR	Hays—higher rate	7-17-70	Awaiting rebuttals
SG-19004	IC	Bereza—vacation relief	6-17-70	Awaiting rebuttals
SG-19007	IC	Gray et al—supervisor worked	6-19-70	Awaiting rebuttals
SG-19008	L&N	Kirkpatrick—2 calls	8-21-70	Awaiting referee assignment
SG-19012	PC-B&A	Usyk—seniority	8-31-70	Awaiting referee assignment
SG-19013	SP(PL)	Anson—8 hours pay	6-30-70	Alleged third party involved
SG-19016	JT	Williams—holiday pay	7-31-70	Awaiting referee assignment
SG-19020	LV	Robbins et al—day's pay	7-29-70	Awaiting rebuttals
SG-19021	CMStP&P	Tocke—expenses	6-30-70	Awaiting rebuttals
SG-19022	LV	Schmidinger—2 day's pay	7-29-70	Awaiting rebuttals
SG-19033	PC-B&A	Angell—right to OT	8-10-70	Awaiting rebuttals
SG-19034	PC-B&A	Angell—right to OT	8-10-70	Awaiting rebuttals
SG-19040	UP	Wright—higher rate	7-14-70	Awaiting rebuttals
SG-19041	UP	Brown—higher rate	7-14-70	Awaiting rebuttals
SG-19042	UP	Schisler—higher rate	7-14-70	Awaiting rebuttals
SG-19044	SCL	Garrett—OT pay	8-19-70	Awaiting rebuttals
SG-19048	DUT	Miller—call pay	10-28-70	Alleged third party involved
SG-19049	UP	Hogg et al—expenses	7-14-70	Awaiting rebuttals
SG-19051	SCL	Scarborough—OT pay	8-21-70	Awaiting rebuttals
SG-19055	L&N	Shake—right to call	8-26-70	Awaiting rebuttals
SG-19061	PC-B&A	Tarte—right to call	9-11-70	Awaiting rebuttals
SG-19075	B&O	Waller et al—expenses	12-11-70	Awaiting rebuttals
SG-19082	B&O	Clayton et al—expenses	10-12-70	Awaiting rebuttals
SG-19085	B&O	Reel et al—expenses	10-12-70	Awaiting rebuttals

Railpax System Expanded

ON JANUARY 28, D.O.T. SECretary J. A. Volpe expanded the "basic system" plan for the National Rail Passenger Corporation.

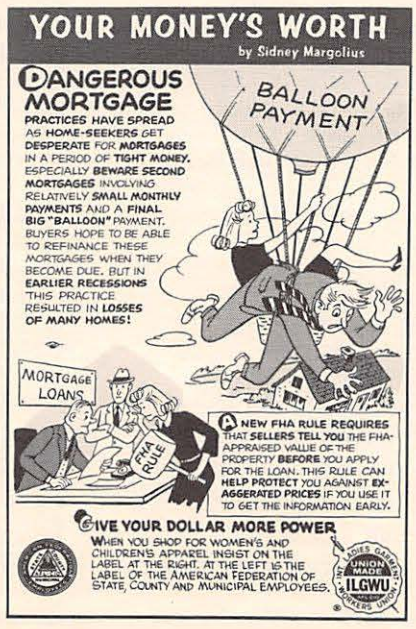
In making the final designation of the system, Secretary Volpe added five city pairs to those he had preliminarily designated on November 30, 1970.

The additional routes are Los Angeles to New Orleans, Seattle to San Diego, New York to Kansas City, Washington to Chicago and Norfolk Newport News to Cincinnati.

DOT also clarified that trains to Miami from Chicago and New York will also serve Tampa and St. Petersburg.

In presenting the new plan, Volpe said: ". . . I think it lays the foundation for what in my opinion is destined to become the all time comeback in the history of American transportation."

Railpax directors may add routes but are not permitted to drop service in the basic system until 1973. Railroads not joining Railpax must continue passenger service until 1975.


YOUR MONEY'S WORTH
by Sidney Margolius
DANGEROUS MORTGAGE
PRACTICES HAVE SPREAD AS HOME-SEEKERS GET DESPERATE FOR MORTGAGES IN A PERIOD OF TIGHT MONEY. ESPECIALLY BEWARE SECOND MORTGAGES INVOLVING RELATIVELY SMALL MONTHLY PAYMENTS AND A FINAL BIG "BALLOON" PAYMENT. BUYERS HOPE TO BE ABLE TO REFINANCE THESE MORTGAGES WHEN THEY BECOME DUE. BUT IN EARLIER RECESSIONS THIS PRACTICE RESULTED IN LOSSES OF MANY HOMES!
BALLOON PAYMENT
MORTGAGE LOANS
FHA RULE
A NEW FHA RULE REQUIRES THAT SELLERS TELL YOU THE FHA-APPRAISED VALUE OF THE PROPERTY BEFORE YOU APPLY FOR THE LOAN. THIS RULE CAN HELP PROTECT YOU AGAINST EXAGGERATED PRICES IF YOU USE IT TO GET THE INFORMATION EARLY.
GIVE YOUR DOLLAR MORE POWER
WHEN YOU SHOP FOR WOMEN'S AND CHILDREN'S APPAREL INSIST ON THE LABEL AT THE RIGHT. AT THE LEFT IS THE LABEL OF THE AMERICAN FEDERATION OF STATE, COUNTY AND MUNICIPAL EMPLOYEES.
UNION MADE
ILGWU

The plan submitted by Volpe identified all routes over which service may be operated, but only the "end points" were definite. Volpe said the choice of final routes and intermediate stops are being left to the discretion of Railpax.

Railpax was requested by the N.A.R.P. to devise new routes, maximizing traffic potential, and also to fully exploit markets in currently under-served populous areas or resort areas.

The Railway Labor Executives' Association in a comprehensive report covering DOT's preliminary plan, called the plan "appallingly inadequate." They stated the plan created grave concern for survival of any real passenger rail transportation in the United States.

The unions recommended continuing many trains since the existing passenger service is still patronized and has survived a most astounding experiment in self-destruction.

news from Canada

THERE NOW ARE MORE CAnadians unemployed than in any January in the past 10 years, President Donald MacDonald, Canadian Labour Congress, stated recently. With an increase of 130,000 in the past month there are 668,000 people without work. In just one month the actual rate of unemployment showed a phenominal increase, rising from 6.5 to 6.8 percent. Adding to this the members of families dependent on these people means that unemployment has now reached disaster proportions. There will doubtless be endless juggling of figures by government spokesmen in an effort to explain away the conditions for which the government must assume responsibility. This is the first government in the history of Canada that has deliberately created unemployment.

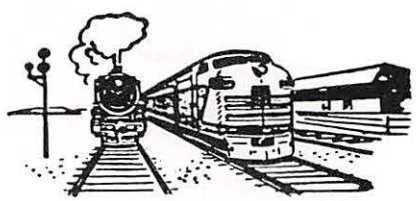
The cost in human terms is far beyond anything that can be measured by statistics. Even the official figures, bad as they are, fail to show the complete picture. There are many who have withdrawn from the labour force, frustrated and discouraged by their unsuccessful search for jobs. A considerable number are engaged in training programs and are not counted among the unemployed. They are wondering where they will find work when their courses are completed. Many students are remaining in school longer than they intended because they know they cannot find work. The impact of unemployment on young people is evident with those in the 14 to 24 age bracket representing 41.5 percent of the total.

Unemployment has now reached such proportions that quick relief on a large scale is practically impossible. There are, however, many steps that the government can take and continued delay only adds to the heavy price the government has imposed on the Canadian people in pursuit of economic polices which were both unnecessary and ill-conceived. Immediate action should be taken to lower taxes; there should be an increase in old age pensions of a proportion which would add to the purchasing power of the thousands of older citizens who are living at or below the poverty line; increases in unemployment insurance should be introduced at once; greater initiative should be shown in launching public works.

Without action along these lines the suffering of these families will continue. The recent report of the Economic Council of Canada on medium term capital investment makes it evident that the general economic outlook is far from bright. In all these circumstances the callous indifference being shown by the government and its continued refusal to take effective action is the height of irresponsibility.

* * *

A recent editorial in Canadian Labour answered those who question the active participation of organized labour in political affairs. The editorial stated these people would do well to take a close look at what is happening in Saskatchewan. Not only are unions deeply involved in the political developments there, but the basic principles on which trade unionism is built—the co-operative effort of people working together in a common interest—is at stake. The social trend of that province has been reversed.



Saskatchewan is a province which has grown in a typically Canadian way. There were the early and very rough days of the settlers. It was under those circumstances that so much of a progressive nature developed.

Then came the growth of industry, slowly and comparatively recent. Much of it was big industry —oil, chemicals and potash. Those who obtained employment there found themselves confronted with literally giant corporations, almost all with complex international connections. This clearly was a circumstance which called for strong unions to provide a counter-balance in the interests of the employes. Organization was not always easy; many of the people involved had little understanding or appreciation of unionism and the companies involved had power, resources and were skilled at avoiding unions.

Under these circumstances the role of government became one of unusual importance, if the interests of the people were to be protected. But, unfortunately, that has not been the role of the Liberal government now in power in Saskatchewan under Premier Ross Thatcher. Rather it has been a businessman's government. Thatcher who achieved business success as a hardware merchant would probably take pride in such a description. Under these circumstances it becomes difficult, if not impossible, for union people to remain aloof from politics. In Saskatchewan they have seen the rights and the functions of workers' organizations eroded by a government clearly dedicated to employer interests.

This, then, is the vital struggle confronting union people in Saskatchewan. The outcome will be felt far beyond the boundaries of that province.

LOCAL LODGE NEWS

By, for and about B. of R. S. members

Santa Fe

McPherson, Kansas (33). Local No. 33 had its regular meeting on January 16 at Newton. All local chairmen were present and Chief Signalman Max E. Craft called the meeting to order at 10:00 a.m.

Most of our discussion was on the methods of being called, or not being called, for extra duty. The rest of the discussion was about our present wage movement and employe benefits.

During the month of December 1970 the local held a retirement party for Brother Bill Lewis. It was pleasurable seeing many of our old acquaintances and meeting some we have heard mentioned but never met.

Our retired Brother G. M. Roberts is just home from the hospital recovering very well from a foot operation. Brother C. W. Conrad has just returned home from the hospital. We all wish them both a speedy recovery.

Brother W. H. Lewis was a visitor at this meeting and as usual we had to call on Bill's vast stock of information. Again Bill, we are going to miss you.

MAX E. CRAFT

Norfolk & Western

Decatur, Ill. (55). We had a very good and interesting meeting at Decatur, Illinois on January 16 at the Sheraton Inn, with twenty-three members present. We were honored with the presence of Vice-President C. S. Chandler, who answered many questions that our members had on their minds up to this point, and we can say to those who did not make the meeting, they really missed a good opportunity to air their problems, and perhaps get some satisfactory answers.

In spite of the fact that one gang has been eliminated there still seems to be plenty of work lined up for the future and we are looking forward to a busy year ahead.

With the sick: James Burbank is still on the disabled list as is Brother McCloughlin of Jacksonville, Illinois. We wish these brothers a speedy return to work. We are glad to report that Brother John Lawrence has returned to work after a bout with the flu bug.

Of course, the main subject of the day around here is the wage negotiations that are underway at this time. Everyone is anxious to get a satisfactory settlement as soon as possible. However, if we have trust in our Creator, our country and our fellow men we surely cannot fail.

"It has been said that you can take a man's money or his property and these he can regain, but if you take his time, you are taking part of his life."

We understand that Brother George McCord, signal maintainer of Monroe City, Missouri, has retired as of Jan-

Those attending Local 161 retirement dinner honoring W. L. Clark are shown above. From left to right, they are: seated, retired Brother D. M. Bowen; Signal Maintainer J. S. Malovich, Brother W. L. Clark, and Signal Inspector A. J. East. Standing front row, left to right: retired Brother M. H. Poole, Brothers H. H. Sparks and C. L. Ross, retired Signal Supervisor R. E. Russell, Signal Inspector M. K. Turner, and Signal Maintainer R. F. Prather. Standing back row, left to right: Signal Maintainers D. M. Reifand, E. F. Mahannah, Signal Inspector J. B. Sitton, Local Chairman (161) J. D. Williams, Signal Maintainer T. R. Floyd, Assistant Signal Supervisor J. F. Sulier, Assistant Signal Supervisor G. H. Sette, and Signal Supervisor J. D. Bagwell. Grand Lodge Representative W. B. Harwell served as photographer.

The members of Local 161 honored Brother W. L. Clark at a dinner recently. Brother Clark retired from the Santa Fe Signal Department on January 31, 1971. Shown above is Brother Clark as he opens a gift presented to him by those attending. Mrs. Clark is seated next to him.

uary 1, 1971 and we wish him and his wife many happy years of retirement. George worked in the Wabash Signal Department some 45 years.

Around the country with the test foremen: J. F. Lawrence is working west out of Decatur, Illinois; M. W. Handley is working east of Moberly, Missouri; R. J. Flugaur is working east and north of Decatur, Illinois; H. E. Martin is working between Fort Wayne, Indiana and Lafayette, Indiana; and J. W. Sharp is working east of Fort Wayne, Indiana.

With the gangs: W. B. Ritchie is working at Moberly, Missouri; J. G. Shadrick is working at St. Louis, Missouri; and Stan Vitek is at Adrian, Michigan. We understand that Gang 926 has been disbanded as of January 1, 1971. The former foreman, Richard Rose, has bumped in on the W. B. Ritchie gang; the two Creed brothers went to the J. G. Shadrick gang and some of the other former members of Gang 926 went to the S. Vitek gang.

J.F.P.

Erie-Lackawanna

Huntington, Ind. (101). Wabash Valley Local 101 observes a 50th Anniversary Year (December 1, 1920-December 1, 1970) in two ways, which labels it as a once in a lifetime. December 1, 1919 to December 1, 1920 was known as the Charter Signing Year and on December 1, 1920 the charter was accepted and Wabash Valley Local 101 began.

It is a great era in the history of any organization, person, or a married couple, to celebrate or observe a 50th Anniversary, but it is even greater for an organization observing a 50th to pay tribute to an outstanding member on his retirement. When Brother William T. Weinley, the 38th man to sign the charter, retires with 50 years of signal department service, it is once in a lifetime.

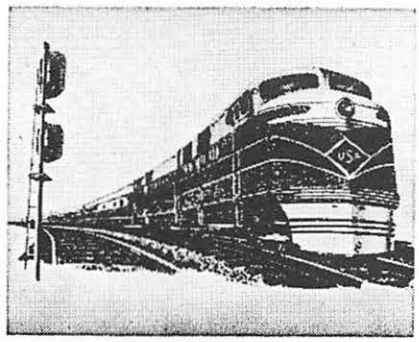
Brother Weinley is the last of the charter members and the last of the first 50 members of Local 101.

On February 6, 1971 a retirement dinner party was held at the Elks Lodge in Huntington, Indiana for three Erie-Lackawanna Railway employes: Lt. of Police, J. E. Zinsmeister; Road Foreman W. E. Boh, of Elgin; and Signal Maintainer William T. Weinley; all of Huntington, Indiana.

On behalf of the members and officers of Local 101 a plaque inscribed "Presented to Charter Member William T. Weinley, Cert. #10138, for 50 years membership, Brotherhood of Railroad Signalmen, Wabash Valley Local 101" was presented to Brother Weinley by General System Chairman S. J. Muzi.

A fine meal and a good time was enjoyed by all.

To Brother and Mrs. Weinley our sincere wishes for many, many years of happy retirement. PAUL L. KENNEDY



Penn Central

Chicago, Ill. (69). The members of Keystone Lodge No. 69, former PRR, honored a retiring brother at a dinner on December 11, 1970.

Brother W. F. "Red" Knitter retired from the Penn Central Signal Department after 46 years of service.

"Red" began work in 1924 and held many positions on the Chicago Terminal Division during his many years of service.

Brother Knitter was also active in the affairs of Local 69 and served as recording secretary for many years.

The officers and members of Local 69 join his many friends in wishing him many years of happy and healthy retirement. J. C. TOMISEK

Chicago & North Western

Clyman, Wisconsin (39). Local 39 held its first quarter meeting January 9 at Portage, Wis. Twelve members turned out including General Chairman Gerth, which isn't a bad representation, but we would like to see a few more of you members from the new line. How about trying to make the next meeting April 10, at 9:00 a.m.

We regret to report the passing of Brother Frank R. Holloway, former district foreman. Services were held January 7 at South Beaver Dam.

Pending claims were reported on by Local Chairman Singletary and General Chairman Gerth.

It was reported that anyone who lost a day's work due to the strike on December 10 is entitled to unemployment benefits and should sign up for them by the end of March which is the deadline.

A lengthy discussion was held on the pending wage increase. It was generally agreed that we "go for broke" and get back pay to January 1, 1970.

PHILLIP R. SINGLETARY

Penn Central

Ravenna, Ohio (109). Local 109 held their regular meeting on Wednesday, January 20, at Ravenna, Ohio.

The meeting had one of the highest attendance of any recent meeting. Thirty members were present including all local officers. Special guests for the evening were: Grand Lodge Representative J. W. Walsh; Vice-Chairman-Central, R. A. Myers; and System Secretary-Treasurer D. Murphy; and three retirees. Regrettably, General Chairman R. B. Park became ill while enroute to the meeting and was unable to attend.

Many items of interest such as wage guarantee, fringe benefits, seniority districts, conditions of camp cars, and bulletin advertisements were discussed and explained by Grand Lodge Representative Walsh and Chairman Myers.

After a discussion of local problems, it was decided that the Grievance Committees of Locals 2 and 109 should have

This group of signalmen represent 238 years of service on the old Western Division of the Santa Fe. Shown above, left to right: T. O. Arnold, 26 years; C. M. Roberts, 40 years; H. L. Botkins, 45 years; G. E. Shelly, 44 years; W. H. Lewis, 48 years; and C. A. Reed, 35 years All except Brother Arnold are retired.

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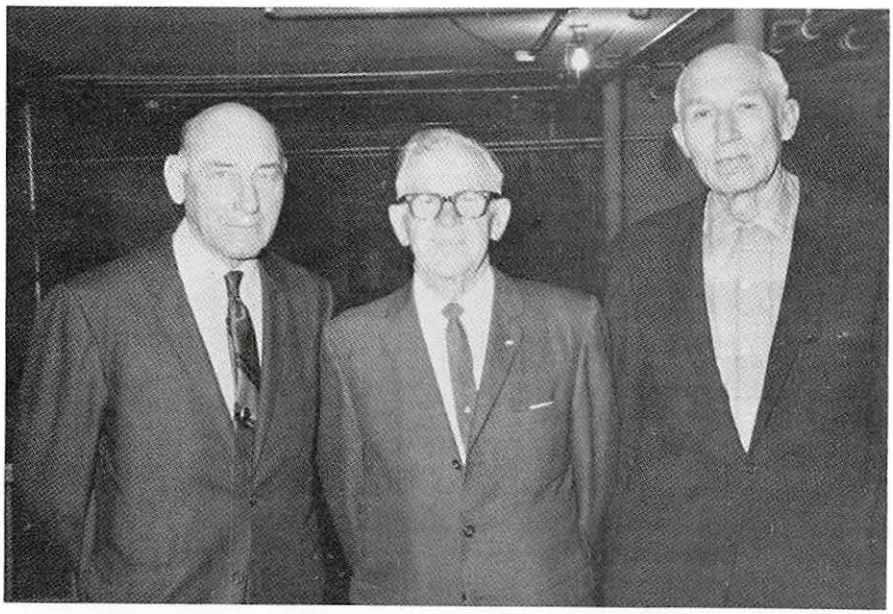
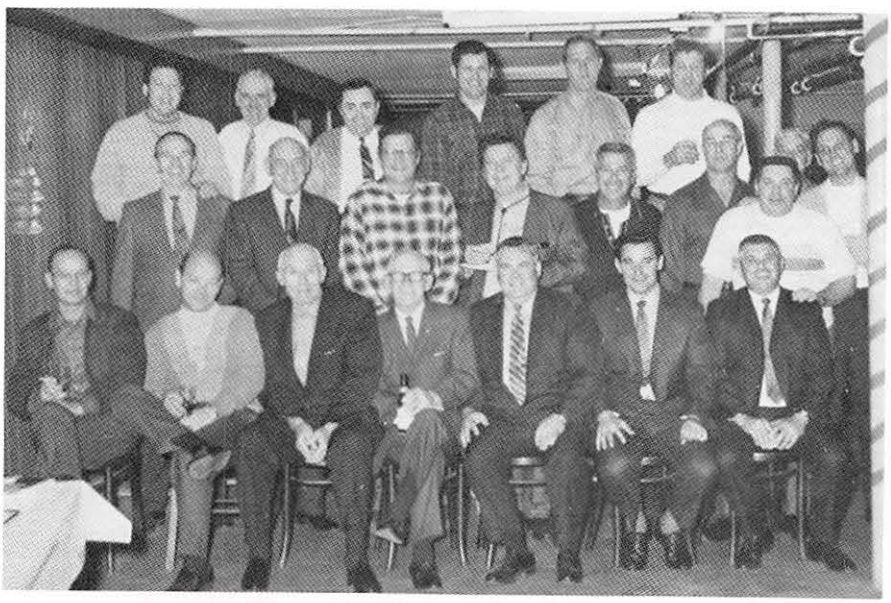


Among the many attending the retirement dinner on December 11, 1970 honoring Brother W. F. "Red" Knitter, center, were Brothers R. L. Taylor, left; and G. F. Eckenstahler, right.



Members of Local 69 are shown above as they posed for a photo when they met on December 11, 1970 to honor Brother W. F. "Red" Knitter who retired recently.

a two-day series of meetings with Chairman Park, Vice-Chairman-Central, R. A. Myers and Vice-Chairman-Western, W. Abner, and then with local management. These meetings are to take place in Youngstown at General Chairman Park's earliest convenience.

The meeting was a great success. We hope to have another good attendance at our next meeting February 17.

K. R. Husted

Chicago, Rock Island & Pacific

Hutchison, Kansas (78). Our regular meeting at Herington, Kansas was well attended with the following members present: A. L. Martin, G. G. Ruhl, E. L. Rollings, Velber K. Bevan, A. M. Smith, G. A. Smith, K. C. Kraus, T. L. Richards, R. I. Kerbs, L. E. Case and A. E. Ketterman. Also present from Local 17, Brother Harry Miller.

Brother G. F. Harper, our newly appointed General Chairman, honored us with his presence and I must say we greatly appreicated him being there giving us the opportunity to become better acquainted with him and him with us. His interest in our affairs and willingness to work with and for us in the betterment of the brotherhood is very gratifying.

Two new members were approved at this time—Richard D. Winters and Jim Lamphear. We welcome these new brothers to our organization.

This was one of those bull session type meetings and many important issues were discussed.

Brother W. E. Werst has been off sick and is tentatively planning retirement.

Our next regular meeting will be at Pratt, Kansas the last Saturday of April at 1:00 p.m.

L. E. Ase

Santa Fe

La Junta, Colorado (161). Brother W. L. Clark was honored at a retirement party on January 30 at Spur Restaurant, Raton, New Mexico.

Over twenty signal department employes and their wives were present to extend to Loring and his wife Bernice, their sincere regards and best wishes for many years of happy retirement.

Also present and joining the enjoyable evening of fellowship were Mr. Clark's married son and daughter.

During the dinner Brother Loring referred to his lovely wife Bernice as his assistant signal maintainer because of the many signal failures she has covered with him. Loring stated whenever he was called at night for a signal failure, Bernice would also respond. While she did hold the flash light and help carry tools, her main reason for going along was to be able to render aid in case Loring was injured.

Brother Clark's history on the Santa Fe covered a few years since his entrance to service in the signal department at La Junta, Colorado, on the old River Division on May 12, 1922.

Following a signal installation program between Halstead and Hutchinson, Kansas, Loring was handed some switch adjusting wrenches, a meter, assigned a motor car, and on May 17, 1924, was sent to Raton, New Mexico, as signal maintainer.

In February 1925, Loring's headquarters were moved to Lynn, New Mexico, which is in the Raton canyon, west of Raton pass tunnel. In addition to the tunnel, the territory included a mechanical 44 lever interlocker at Lynn and interlockers at Wootton, Gallina and Starkville.

Loring was furnished company housing only one hundred yards from the face of the westward tunnel and practically adjoining the Lynn interlocking tower. Spring water was piped from the mountain into the house. During the winter months and rainy seasons the only way into or out from these facilities was by either motor car or train. Quite often it was necessary to purchase supplies from a Coal Company store at Morely, east of the tunnel.

A number of Santa Fe employes lived at Lynn and there was no school for the children. Arrangements were made with the State of New Mexico to furnish part of the material and Loring, with the help of other Santa Fe employes, constructed a one-room school house. The teacher lived with various employes during the school term.

Loring moved to Springer, New Mexico on November 12, 1935.

Brother Clark served eighteen years on the Colorado Division Safety Committee.

He retired effective Friday, January 29, 1971. Whenever time and weather permitted, Loring could be found endeavoring to lure trout on his fishing tackle.

Brother H. H. Sparks who served as chairman of the social committee assisted by Brother A. J. East joined Brother Clark's many friends in wishing him good health and many years of happy retirement.

Signal Supervisor J. H. Bagwell stated Loring was an outstanding example for young signalmen of what a signal maintainer should be.

W. B. H.

Penn Central

Philadelphia, PA (18). Our regular monthly meeting was held at Cavanaugh's restaurant on Friday, January 15. The meeting was called to order by Chief Signalman G. G. Ott.

Those in attendance were: J. V. Brennan, J. J. Brennan, G. G. Ott, W. D. Hatfield, W. Haines, P. C. Anderson, J. F. Hedricks, A. Castaldi and R. Robinson.

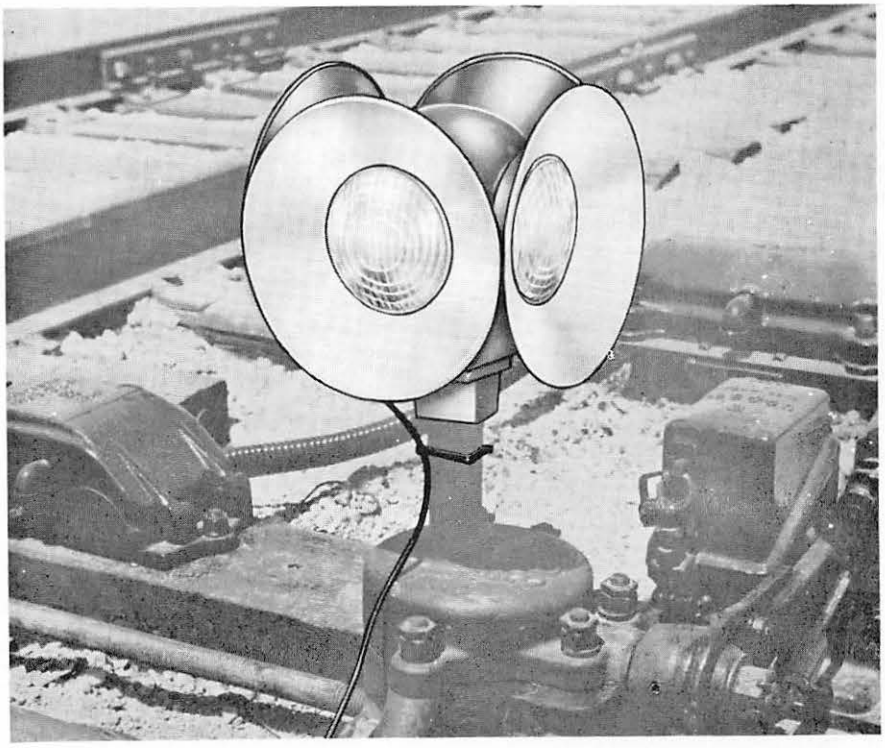
We are glad to welcome Brother A. Grimbaldi into our local.

Reports from our sick committee found Brother F. Ott continuing to improve each day and Brother J. Brophy applied for disability pension.

Other committee reports find our local by-laws being changed to meet with the constitution and our entertainment committee still hard at work trying to raise money to meet our commitments and also have a social of some type for our members.

For those brothers in the outlying districts who aren't up on all activities; Bill Siefring's gang is busy constructing more flashers for Jersey, Nick Carter's gang is trying to catch up replacing the loud speakers that vandals keep stealing, the cycle gangs of Louie Marchiano, Howard Creely and Bill Burt are busy with their maintenance program. Last but not least John McGillivray's test gang is still keeping the Philadelphia Division out of trouble.

I would like to invite some of our brothers who have a lot of union subjects to argue about during the day, to come to our meetings and voice their opinions where it does the most good.



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There being no further business to come before our lodge, the meeting was closed with the prayer.

Don't forget our next meeting to be held on Friday night, February 12th.

BILL HATFIELD

Obituary

Elizabeth Pickering, retired member of Local 85, Gulf, Mobile & Ohio Railroad, passed away on December 25, 1970.

Sister Pickering was a member of Local 85 for six years prior to her retirement. During that time she worked as a cook for a signal gang.

Brother W. R. Pickering, husband of Sister Pickering, was a gang foreman on the GM&O and both Brother and Sister Pickering worked in the same signal gang prior to their retirement in 1960.

Brother Pickering is a charter member of Local 85 having organized the signalmen on the Chicago & Alton Railroad in 1908. He was a member of our brotherhood for 42 years and held office in Local 85 from 1918 until 1950 and served as general chairman for some time.

Sister Pickering attended many signalmen's conventions with her husband.

Upon retiring in 1960 the Pickerings moved south and made their home in Tarpon Springs, Florida.

The officers and members of Local 85 extend their deepest sympathy to Brother Pickering and the surviving members of Sister Pickering's family.

ED.

Edgar K. Ely, retired member of Local 56, Long Island Railroad, passed away on September 26, 1970 after a year's illness. He was 68.

Brother Ely was employed as a signalman and was working in Jamaica, New York at the time of his retirement.

He received recognition for the 40 years he spent in the service of the Long Island Railroad when he retired on December 9, 1967.

Brother Ely was a member of the Retired Men's Association.

He is survived by his wife Rose, to whom the officers and members of Local 56 extend their deepest sympathy and condolence.

ED.

N. J. Wiederholt, retired member of Local 29, Illinois Central Railroad, passed away on January 28. He was 80.

Brother Wiederholt retired from the Illinois Central Railroad in 1956, with about 40 years of service. He was very active in his local's affairs and served as local chairman for many years.

He is survived by one child, Mrs. Paul Courtade, to whom the officers and members of Local 29 extend their deepest sympathy.

B. J. WOODRUFF

Joseph Mathews, member of Local 203, Saskatchewan, passed away January 25. Brother Mathews had been ill since November 7, 1970. He was 52.

Brother Mathews was CP Signal Maintainer at Saskatoon at the time of his passing and had been employed in the Signal Department of the CPR for 27 years.

The officers and members of Local 203 extend their deepest sympathy to his wife, Effie; five daughters: Mrs. Murray (Joanne) Wingrowich of Saskatoon; Linnet, Wendy, Pam and Cindy, all at home; two sons: Rick of Gagetown, New Brunswick; and Patrick, at home.

A. HEIN

W. C. Flynn, Jr., member of Local 161, Atchison, Topeka & Santa Fe, passed away November 7, 1970. He was 54.

Brother Flynn worked on the Plaines Slaton Division before transferring to the Colorado Division April 10, 1950 as a signalman. He worked under Foreman A. J. East and the late E. L. Smith. He was promoted to Signal Foreman Gang No. 1 at Raton, New Mexico on July 21, 1960. He bid the Rowe maintainer's job October 21, 1963. He returned to work on the signal gang at Pueblo in September 1970.

Brother Flynn was unemployed at the time of his death.

He is survived by a brother and three sisters to whom the officers and members of Local 161 offer their deepest sympathy.

J. D. WILLIAMS

Thomas Fewer, retired member of Local 34, New York, New Haven & Hartford Railroad, passed away December 21, 1970.

Brother Tom started his signal career as a clerk in the signal office in New Rochelle on October 25, 1917. On March 17, 1922, he was awarded a signal helper's job. In the late twenties he became a maintainer, a position he held until his retirement. He retired October 1967 with fifty years of service.

In the early thirties, Brother Tom became Local Chairman of Local 34. He held this position until his retirement.

Brother Tom was an arduous worker for the members of Local 34. He also served as a Chaplain for the Local 7 "Old Timers Nite."

He is survived by his wife and a daughter.

The officers and members of Local 7 and Local 34 extend their deepest sympathy to the surviving members of his family.

J. G. NEIBEL

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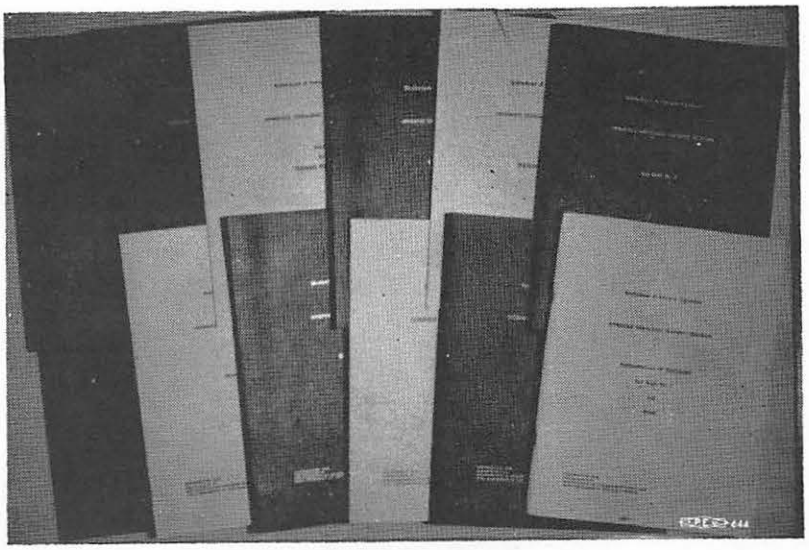

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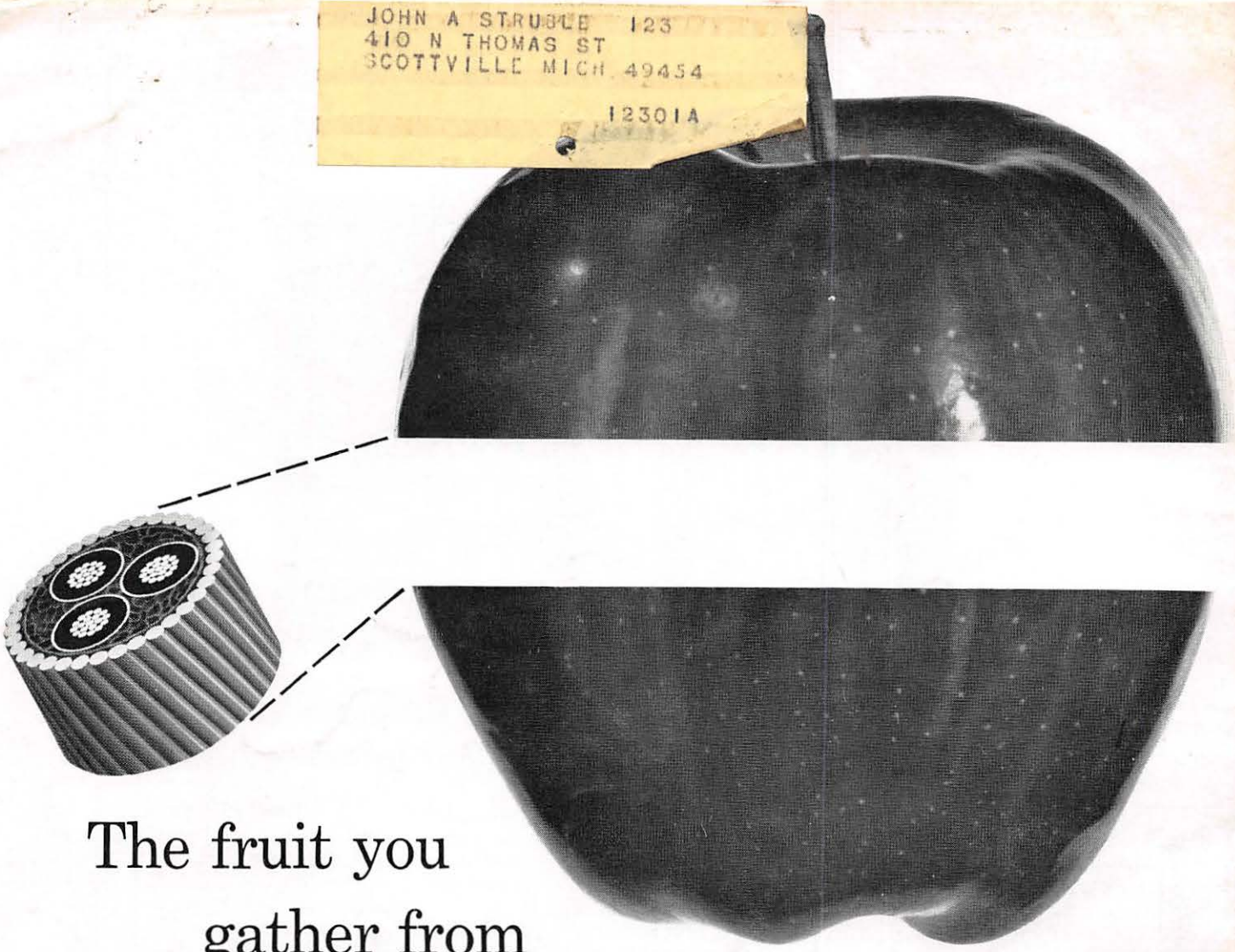

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